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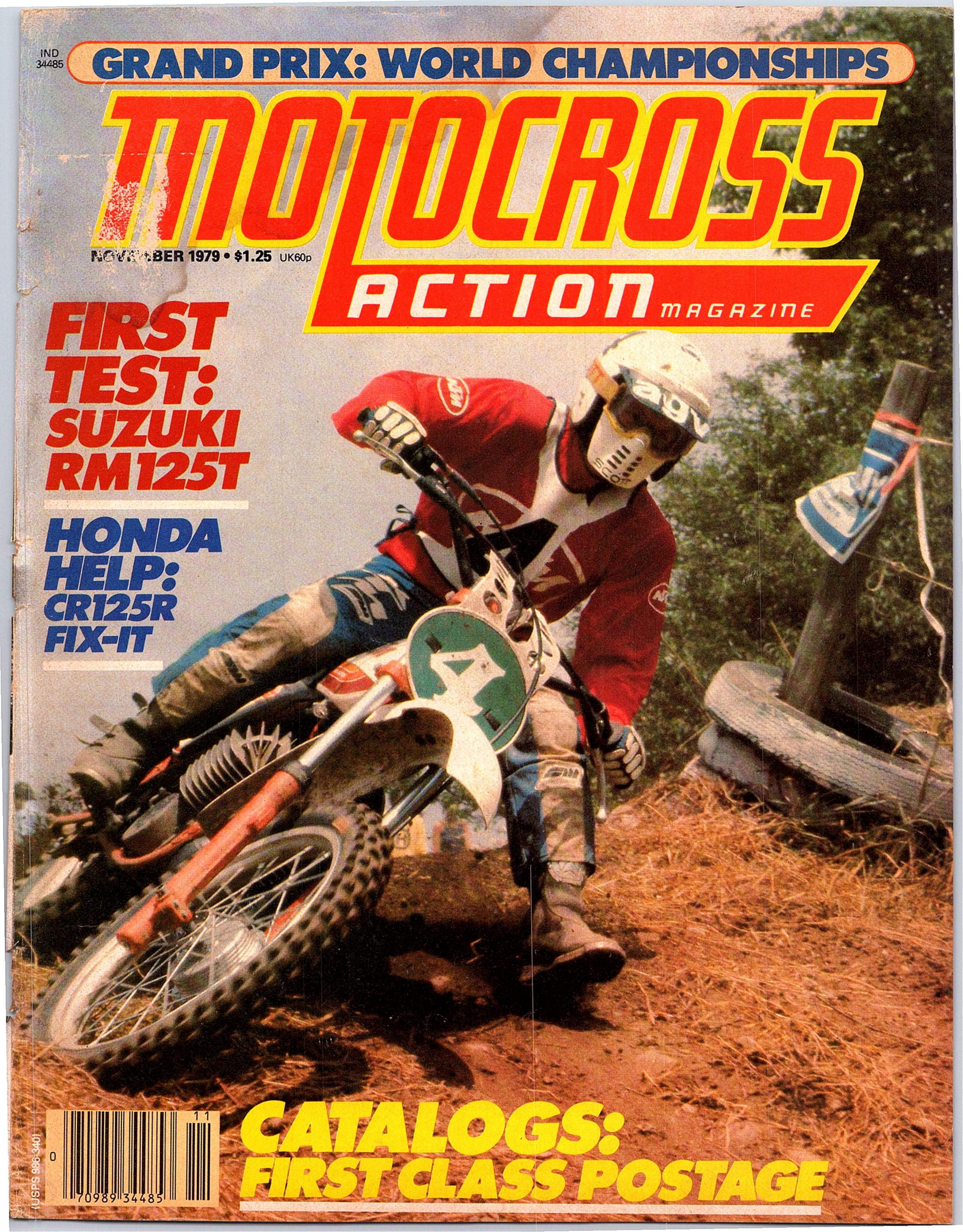
GRAND PRIX: WORLD CHAMPIONSHIPS

MOTOCROSS ACTION MAGAZINE

NOVEMBER 1979 • $1.25 UK60p

FIRST TEST: SUZUKI RM125T

HONDA HELP: CR125R FIX-IT



CATALOGS: FIRST CLASS POSTAGE

(USPS 986-340)

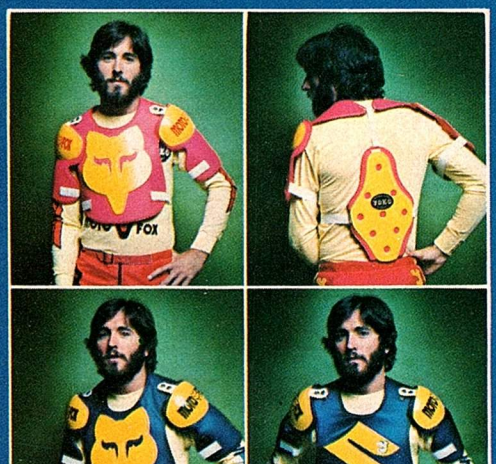
TOP RIDERS' CHOICE!

Team Kawasaki's Brad Lackey, Rex Staten (Yamaha), Mark Barnett (Suzuki), Herbert Schmitz (Maico), 3-time Natl. Champ Tony DiStefano (Can-Am), and many pros choose our Finnish pants and gloves over all others. MOTO-X FOX/Team YOKO have pushed clothing technology a step further with the fantastic **SUPERFOX**™ line!

SUPERFOX GLOVES GRAND PRIX GLOVES

SUPERFOX™ **GLOVES:** These fantastically comfortable leather/synthetic gloves are taking over. Our competition will try to copy, but Team YOKO/MOTO-X FOX have the one you want. (Red/Yellow)* (Blue/Yellow)* (Black/Yellow) (Red/White/Blue) (Green/Blue/White—Kawasaki colors) **$28.50**
*Available in Youth sizes 5, 6, 7 without palm padding for $22.75.

GRAND PRIX GLOVES: The all-leather glove with classic styling (Red/Yellow) (Blue/Yellow) (Black/Yellow) (Red/White/Blue) (Red/Yellow/Orange) (Red/Yellow/Black) **$32.95**
(Sizes: S (8), M (9), L (10), XL (11).



CHEST/BACK PROTECTORS: Team YOKO takes another step forward in rider protection.

MOTO-X FOX (Red/Yellow)	$44.95
MOTO-X FOX (Blue/Yellow)	44.95
SUZUKI (Blue/Yellow)	44.95
Back Protector (Red/Yel.) (Blue/Yel.)	14.95

HELMETS: MOTO-X FOX colors in a Snell '75 approved helmet by KRW **$79.95**
(Sizes: S, M, L, XL.)

VISORS: 5-snap visor with MOTO-X FOX logo (Red, Yellow, White, Blue, Smoke) **$3.95**

FOX GOGGLE: Adult **$14.50** Youth **$6.75**

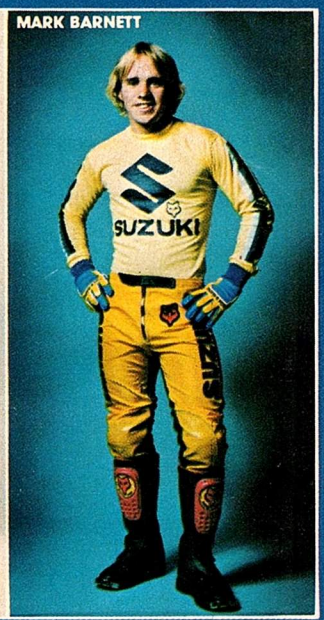
FACE GUARDS: Newest Finnish design with triple mount points **$10.95**
Specify MOTO-X FOX, SUZUKI, YAMAHA, KAWASAKI, MAICO, HUSKY, HONDA

FACE MASKS **$7.95**

SUPERFOX PANTS

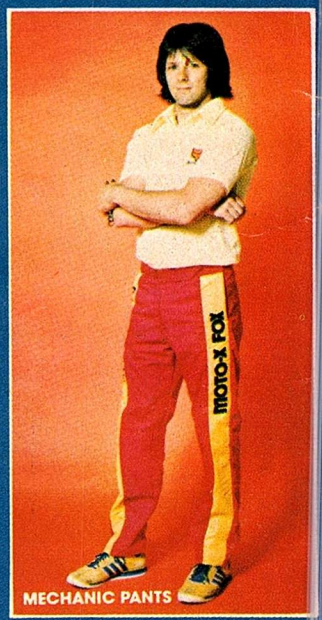
SUPERFOX™ **PANTS:** The best buy available today! Brightly colored nylon, leather in knee area, expandable seam, full knee and shin guards, fully lined. Genuine leather team names sewn on for long lasting good looks. (Yellow/Red)* (Yellow/Blue)* (Red/Blue with Yellow stripe) **$89.95**
MOTO-X FOX,* SUZUKI, HONDA, YAMAHA, KAWASAKI, MAICO, KTM, HUSKY, CAN-AM **$99.95**
(Sizes: 30, 32, 34 & 36" waist.) *Available in Youth sizes: 26 & 28" waist, at $72.95 plain/$79.95 brand names; and 38" waist for large riders at $5 additional.

TEAM KAWASAKI'S BRAD LACKEY

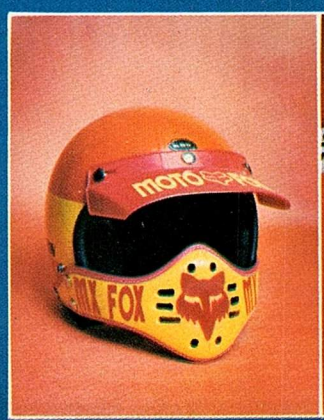

MARK BARNETT

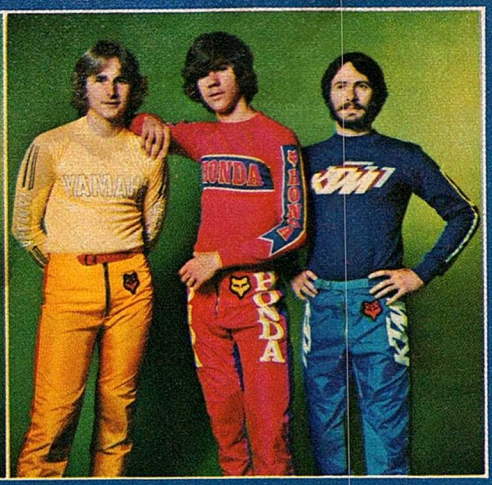
GRAND PRIX PANTS

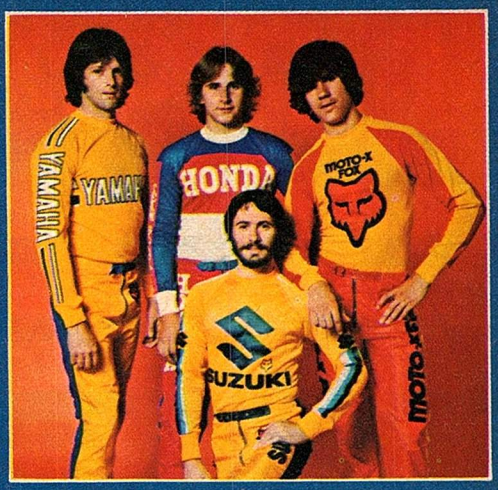
GRAND PRIX PANTS: Leather in knee and butt area, expandable seam. MOTO-X FOX, SUZUKI, HONDA, YAMAHA, KAWASAKI, CAN-AM **$129.50**
(Red/White/Blue) (Blue/Yellow/Black) (Blue/Yellow) (Yellow/White/Black) (Red/Yellow) **$119.50**
(Sizes: 30, 32, 34, and 36" waist.)


MECHANIC PANTS

MECHANIC PANTS: The officio look. SUZUKI, HONDA, YAMAHA, KAWASAKI, MAICO, MOTO-X FOX **$31.95**
(Sizes: S, M, L, XL.)





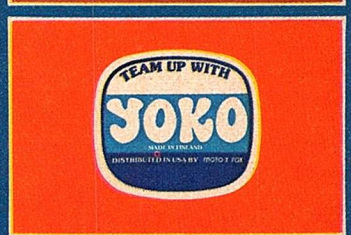


SUPERFOX™ JERSEYS: Made of cotton. The most comfortable jersey you can buy. Great for racing or just wearing to class or after school. SUZUKI,* YAMAHA,* HONDA,* KAWASAKI,* MOTO-X FOX,* MAICO, KTM, HUSQVARNA (Sizes S, M, L, XL) **$12.95**
*Available in Youth sizes S, M, L $10.95

JERSEYS:
VENTED NYLON, the all-time favorite **$15.95**
DOUBLE KNIT NYLON, heavyweight, great for cold weather **$20.95**
SUZUKI, YAMAHA, HONDA, MOTO-X FOX (Sizes: S, M, L, XL)

SUPERFOX™ BOOTS: Made in Italy to MOTO-X FOX specifications. Injection molded plastic front protection plate withstands impacts better than metal. Specify Enduro or MX sole **$99.00**
Sizes 6-13.
SUPERFOX™ SOX: Soft, absorbent, knee length (Red, Yellow, Blue) .. **$4.95**

STICKER KITS:
S1. Economy Collection **$3.00**
S2. Deluxe Collection **$8.00**
What you see is what you get!



T-SHIRTS, CAPS, ETC:

1	MOTO-X FOX T-SHIRT	$ 5.95
	BRASS BELT BUCKLE	$14.95
2	Team MOTO-X FOX	$ 6.50
3	FOX FACTORY	$ 6.50
4	Mark Barnett	$ 6.95
5	Hakan Carlquist	$ 6.95
6	Ladies MOTO-X FOX	$ 6.50
7	Ladies FOX FACTORY	$6.50
8	MOTO-X FOX SPORTS SHIRT (Specify Yel. or Blue)	$13.50
9	Vest, with both logos	$32.95
10	Stocking Cap	$ 5.95
11	Solid Cap*	$ 5.95
12	Vented Cap*	$ 5.95

*Specify MOTO-X FOX or FOX FACTORY.
(Sizes: S, M, L, XL) Caps are one size fits all.

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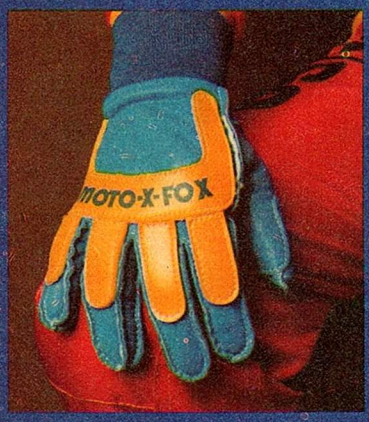
"WE RACE WHAT WE SELL, AND SELL WHAT WE RACE."

MOTO-X FOX IS MORE THAN

Our FOX AIRSHOX are known and used throughout the motocross world. We are the most successful motocross suspension company in U.S. history. However, FOX AIRSHOX are only one aspect of the motocross leadership of MOTO-X FOX. Our interest covers every facet of the bike and rider, as we distribute nearly 2,000 different motocross items. Following are some examples of our broad range of innovative advances.

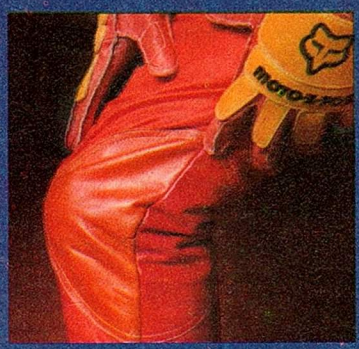
SUPERFOX™ GLOVES

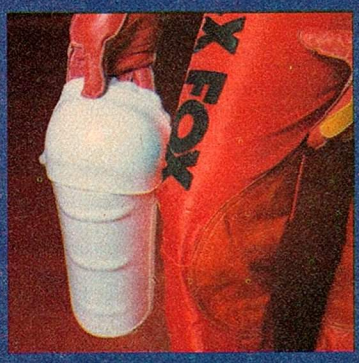


Team YOKO of Finland has designed the most advanced motocross gloves available. A combination of leather and synthetic materials makes them the most comfortable gloves you've ever worn. Just as combination leather/nylon pants quickly superseded all-leather pants in motocross, the new SUPERFOX glove has already begun to supersede the all-leather glove. Try a pair and you'll be convinced. MOTO-X FOX is the exclusive distributor of Team YOKO products in the U.S.A.

SUPERFOX™ PANTS

Juha Tirinen of Team YOKO was a pioneer of the original leather/nylon pants. Last year Juha had a new, and even better idea. By introducing new synthetics, used in new ways, SUPERFOX pants were born. SUPERFOX pants are the lightest, most comfortable pants ever produced by Team YOKO. They feature the same full knee and shin pads as our more expensive Grand Prix pants, utilizing genuine leather in the critical knee area. An expandable seam provides good looks and a great feeling fit. SUPERFOX pants also feature sewn-on brand names for a long lasting sharp appearance.





SUPERFOX™ BOOTS

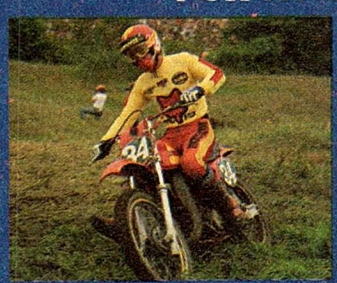
When it comes to motocross boots, Italy is where it's at. They make the best now, as they have for years. MOTO-X FOX is fortunate to have teamed up with a young Italian bootmaker, Remo Berlese. This young man has worked in the boot industry all his life, and has recently formed his own firm, committed to excellence in motocross boots. SUPERFOX boots feature a unique hot-pressed section which follows the natural contour of the ankle, for a more comfortable fit. This is one example of the little features that can make a big difference in your selection of a quality Italian motocross boot.

FOX FACTORY SUSPENSION PRODUCTS

A year and a half ago, in order to facilitate design and development of suspension products, a separate corporation, FOX FACTORY, was formed. FOX FACTORY is headed by Bob Fox, the designer of famed FOX AIRSHOX. Bob heads a team of suspension engineers who develop and test new products. FOX FACTORY manufactures these products for exclusive distribution by MOTO-X FOX. Three new products are now ready for sale.

Brad Lackey in European Grand Prix Action. Brad endorses and wears MOTO-X FOX/Team YOKO gloves, pants and chest protectors.

FOX FACTORY FORX



Jim Turner won the Canadian National Championship in 1978 while riding a MOTO-X FOX Honda. Jim has just completed a season in Europe, riding the 250 Grand Prix Circuit.

FOX FACTORY FORX are the strongest, most flex-free forks ever offered for motocross competition. Production forks have increased in size from a standard of about 35mm in the early 1960's to 38mm, as is common now. Some Honda prototype works bikes have used forks as large as 41mm. FOX FACTORY FORX are a whopping 44mm in diameter! This strength and rigidity is offered at no weight penalty. Simply stated, FOX FACTORY FORX are the new standard of the industry.

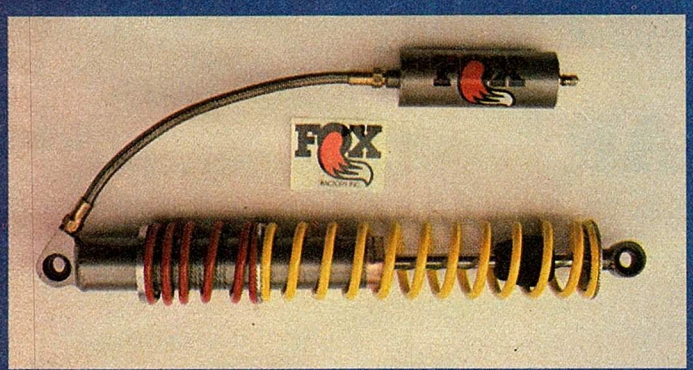
FOX AIRSHOX, MUCH MORE.

FOX FACTORY SWINGARMS

Larry Wosick is another rising star who is about to join the ranks of Steve Wise (Team Honda) and Mark Barnett (Team Suzuki) who have garnered factory contracts after successful seasons with Team MOTO-X FOX.

Flex has always been a major problem in rear suspensions. Not only can swingarm flex throw chains, it makes for twitchy handling and can cause swapping on bumpy straights. The solution isn't just an aluminum swingarm, it's an aluminum swingarm engineered for rigidity and built with the FOX FACTORY no-compromise philosophy. Such a swingarm is now a reality. Made by FOX FACTORY and available through MOTO-X FOX.

FOX FACTORY SHOX



Bob Fox knows shock absorbers. He has devoted the past five years to intense study of motocross suspension. Bob took the idea of an air spring and created FOX AIRSHOX, but he didn't stop there. He knows that nothing is perfect; everything can be improved upon. No one knows better than Bob Fox the strengths and weaknesses of the air spring approach. For the last year, Bob and his engineering team have again been working on a spring shock, because there are things that can be done with a spring shock that can't be done with air alone. FOX FACTORY SHOX may look similar to other shock absorbers on the market, but there are significant differences —Engineering details that are not just important, they are vital. The heart of the shock absorber is its piston design, and Bob Fox has applied for a patent on the new piston he's designed for FOX FACTORY SHOX. These are the most completely tunable spring shock absorbers ever offered the motocrossing public. Both compression damping and extension damping are adjustable. And both high and low speed. All independently of one another. And you don't need an exotic tool box to work on one. The same rugged simplicity of construction in FOX AIRSHOX has been carried over into FOX FACTORY SHOX. Now, we at MOTO-X FOX not only feel we have the finest air shock absorber in the world, FOX AIRSHOX, we also have the finest spring shock absorber in the world, FOX FACTORY SHOX.

Pat Richter was the first member of Team MOTO-X FOX. Pat was top American at the 125 U.S.G.P. in 1977. Pat is now retired but not forgotten.

World Champion Hakan Carlquist at the Unadilla 250cc round.

Donnie Cantaloupi is one of the latest rising stars from Team MOTO-X FOX.

These are just a few of the nearly 2,000 products available through MOTO-X FOX and some 4,000 MOTO-X FOX dealers. If would like more information about our products, please see our advertisement inside the front cover, or better yet, send $3.00 for our complete catalog.

WE RACE WHAT WE SELL, AND SELL WHAT WE RACE.

Enclosed please find $3.00 for your '79 catalog.

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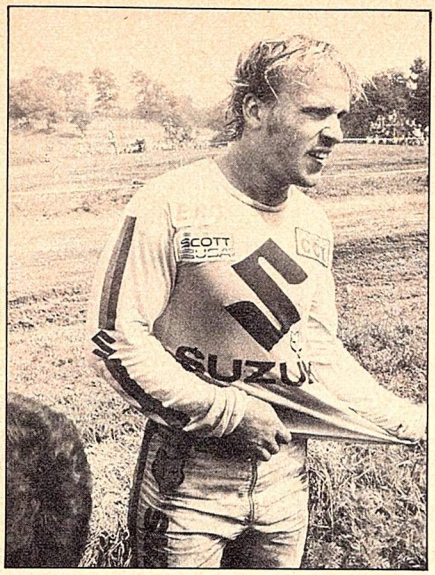
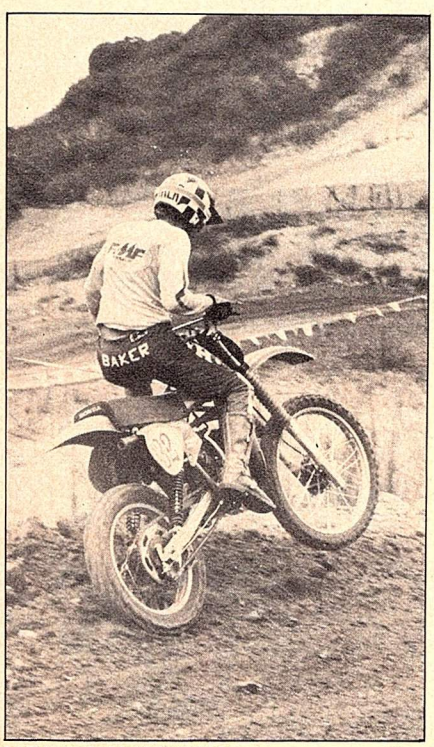


USGP

RM125T



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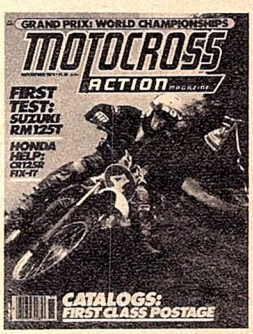

COVER:— The red menace was once again repelled from our shores. Russian rider Vladimir Kavinov was caught cresting an imperialistic Unadilla corner by the capitalistic camera of Al Intrabartolo.

NEXT ISSUE ON SALE NOVEMBER 8TH

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L1 Yam L2 Hon L3 Suz L4 Kaw
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PLAIN NYLON M/X JERSEY — NO TEAM NAME
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$5.99 each $8.99 each

No Lettering		Personalized
No 90	White	No 90P
No 91	Black	No 91P
No 92	Red	No 92P
No 93	Green	No 93P
No 94	Gold	No 94P

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$7.99 each $11.99 each

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No 18	Green	No 18P
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Adult S-M-L-XL

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S5 Hod S6 Hus S7 Bul S8 C-A

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Heavy, fully-padded nylon pants, Hi-Q crafted. Scotchgard finish. Washable. Your team name down both pants legs, and up to 10 letters of your choice across the back. (Use special lines in coupon.) No COD's. Choose RACING BLUE with RED trim or GOLD with BLACK trim.
Sizes: Child 24-26
Adult 28-30-32-34-36-38-40
101P Yam 105P Hod
102P Hon 106P Hus
103P Suz 107P Bul
104P Kaw 108P C-A

RACING BLUE with RED trim, or GOLD with BLACK trim. SPECIFY. Heavy nylon pants as described at left, available plain or with your choice of up to 10 letters across back. (Use special lines in coupon.)
Sizes: Child 24-26
Adult 28-30-32-34-36-38-40
AVAILABLE THREE WAYS:
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$34.99 No. 100P
Give lettering in coupon.

M/X Team Pants $31.99 pr.
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102 Hon 106 Hus
103 Suz 107 Bul
104 Kaw 108 C-A

M/X TEAM COLORS
Heavy 14-oz. Denim Team Colors $19.99

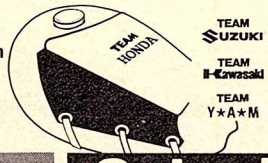
Cycle name in bold black letters down both sides of these top-quality denims. Striping in team colors. We make these stylish, highly protective pants with removable hip and knee pads. Knee pockets will accomodate cups. (No. 75 pants have no cycle name.)
Sizes: Child 24-26
Adult 28-30-32
34-36-38-40
71 Yam 72 Hon 73 Suz 74 Kaw
75 Hod 76 Hus 77 Bul 78 C-A

No. 75 Red, White & Blue, No Team Name $18.99

PERSONALIZED 14-oz. DENIM M/X PANTS $24.99
Our top-quality 14-oz blue denims, described above. PERSONALIZED FOR YOU with your name or other message. Up to 10 letters each side. 3 colorful trim styles. Use special lines in coupon. No CODs
No 56P Gold and Black Trim
No 57P Red and White Trim
No 58P Green and White Trim
Sizes: Child 24-26
Adult 28-30-32-34-36-38-40

Vessel IMPACT DRIVER $9.99 No. 60

M/X TANK COVER
Team Design or Plain
Fits snugly to any tank.
26 Yam 28 Suz
27 Hon 29 Kaw **$8.99**
30 Plain Black



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Hi-Q M/X BOOTS $59.99 pr.
Black top-grain cowhide boots with vivid red and blue stripes up back. Smooth vibram M/X sole. Double-thick toes. Heavily padded ankles. Height 16". Sizes 7-7½-8-8½-9-9½-10-10½-11-11½-12
No. 9 Hi-Q M/X Boots

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Tough simulated leather. Team design. Inner loop for safe mounting. 5" x 7½"

No 65 Yam
No 66 Hon
No 67 Suz
No 68 Kaw
No 69 No Name

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21 Yam 23 Suz
22 Hon 24 Kaw

CROSSBAR PAD Team Colors
SPECIFY SIZE
8" - $2.49 41 Yam 42 Hon
12" - $2.99 43 Suz 44 Kaw
45 Plain Black

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No. 59

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RACING FENDER
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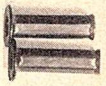

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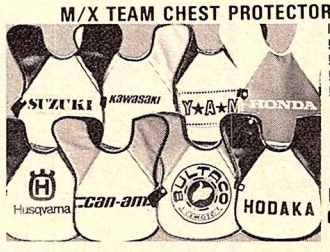

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Typographer

Photo Production by
PUBLISHER'S LAB
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M.A.N.

AUDITED PAID CIRCULATION ABC

On The Mainjet

By Dick Miller

☐ As Doug Domokos wheelied his Kawasaki around the perimeter of Pete Weidner's Mid-Ohio track, he was getting more than the usual amount of cheers and arm-waving, especially when he got within a few feet of the spectators, some of whom were handing him a beer to suck on as he kept the bike vertical with one hand on the bars. He didn't notice that something was different. It was typical Ohio muggy July weather. Had it not been for the threatening thundershower and the resulting clouds, the huge crowd that lined the fence for the 125cc USGP would have been wilted before Doug's scheduled intermission entertainment.

It has been only a year since Doug started his professional wheelie career, and in fact it was last year at the Mid-Ohio track where Doug made Weidner the challenge of his wheelying around the regular motocross course for $500. If Doug put the front wheel down he lost and Pete didn't have to pay. Doug didn't make it, but Pete paid him anyway. Since then he has been getting more reaction from the crowds than the racers as he follows and wheelies his way around each track on the MX circuit.

Since he rides his bike vertically, he mounts his number plate (1) sideways on the bike so that it's normal when in a wheelie position. Also, his skid plate has most of his decals on it, since everyone can see it except when the bike is on two wheels. On this particular occasion someone had put two strips of duct tape with the words "I Am Gay" written on it with a Marks-A-Lot pen. Doug had absolutely no idea it was there as he entertained the crowds along the fence line. I should mention at this point that Doug isn't gay . . . at least I don't think so! Heh, heh, only kidding, Doug! I know for sure that he didn't put it there, since I know who did and you will too when you finish this column.

It all started on the flight to Cleveland, Ohio, the closest major airport to Mansfield, which was the closest major town to Lexington, home of Mid-Ohio MX track. Tony DiStefano, Dave Hawkins (*Cycle*), Ken Boyko, DG's shotgun, and I were all on the same plane. Since both Dave and I had rent-a-racers, we gave Ken and Tony a ride to Mansfield, which saved them some bucks and got them there faster than the commuter flight for the 100-mile trip. Ken and I were staying at the same motel, an L&K—which seem to be everywhere in that part of the country. Dave was also at an L&K, the location of which I knew and he didn't. It was where most of the teams stayed. I didn't know where our L&K was except that it was in Galion, Ohio, and the Suzuki team was staying there also because they screwed up making their reservations too! After dinner in Mansfield that night, we all went looking for our respective L&Ks. Ken and I found ours about one a.m. and had to wake the manager. We were both pleased to find that our rooms were still available.

The next day at the track during tech and practice Ken befriended Doug and let him use the spare bed in his room since he didn't have a place to stay. Doug is semi-sponsored and has to improvise just like any privateer traveling with the circuit. That night we were supposed to pick up Bob Hannah over at the other L&K and then hit the smorgasbord in an adjacent town. We ate early, since Bob had to race the next day. It was about 9:30 or 10:00

when we got back to Bob's L&K after dinner, and there were a lot of the MX group roaming around the motel. It was a hot, muggy night, and the fireflies were out in force blinking on and off. It was the first time Ken had ever seen a firefly, and while he was being amazed by them Doug caught one and showed it to Ken close up, explaining how you can rub them on your shirt and they'll glow, and then promptly popped it into his mouth and ate it. Ugh! I asked him if he did that often, and he said it was the first time . . . and the last! Doug also chews glass.

There were a couple of Japanese, engineers I think, with the Honda team, and they were being squired around by Brian Lunnis and Jon R., Team Honda's mechanics. The Japanese guys seemed delighted with Doug as we all stood around and passed the time. Pretty soon Doug had his bag of fireworks out and everyone was shooting bottle rockets, especially the Japanese guys, who spoke very little, if any, English. The next row of motel rooms were across a sloped terrace about 100 feet away, and the open doors to some of these rooms soon became the target for the rocket launchers.

When we tired of this and other diversions, some of the guys started to leave the group for their rooms. It was then that more devious ideas started to materialize in our minds. Brian and Doug were going to knock on the Japanese engineers' door, and when they opened it, shoot in a rocket, but they couldn't go through with it at the critical moment. I told Bob it was starting to get late, and since he was racing the next day that maybe we had better go. Brian went into his room, and it was then decided that we'd smoke bomb his air conditioner. Brian, sensing something was up, kept peeking out his drapes, and caught Doug in the act and threw an ice bucket of water on him and the smoke bomb before it was lit.

Finally we all left, and almost everyone went indoors. Since our car was parked outside of Bob's room on the opposite side of the motel, we walked Bob back, and it was then that we decided to take one last shot at Brian. Bob filled up his trash can with water and we handed it to Doug, who was now on the roof. The idea was that Doug would walk over the roof to Brian's room and sit above the doorway. We would somehow smoke Brian out and Doug would douse him. A good plan, except that Brian heard Doug thumping over his room. Ken, Bob and I stayed discretely out of sight and tossed small pebbles on his door. Brian kept peeking out his drapes and then finally opened his door, very quickly, looked out and shut it again. Doug was

(*continued on page 112*)

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Circle number 1 on page 109

Jody's Box

By Jody Weisel

☐ I remember it well. It was to be the most glorious racing moment in my illustrious career in Texas motocross. There are times in a person's life when everything is clicking just right. The vibes are all good and you can do anything.

"You can't do it, Jody! That pile of junk CZ of yours couldn't win a dog race," said my friend Leroy when I told him that I planned to win the Lake Whitney round of the Tex-AMA series. Sure, it had blown up at San Antonio, and the tank and seat had fallen off at Lockhart, but only because the frame broke in half.

Even though my bike was inferior to the equipment that hotshots like Gary Jones, Jim Weinert, Kent Howerton, Steve Stackable and Steve Wise would be riding, I had the desire to go out and do a number on their egos. I was ready for victory, my shot at the big-time, and inferior equipment was not going to hold me back!

Enthusiasm, spirit and desire would carry me through even though my equipment was inferior. Motocross is, after all, at least 90 percent rider and only 10 percent machine. If I rode 110 percent, I could make up for how outclassed my private CZ would be.

I spent the days before the Tex-AMA prepping the old *Sleazee*. I welded just about every crack in the frame. I missed a few when my mother stopped me from taking any more coat hangers out from under her clothes. But it didn't matter to me that my motor might drop out, 'cuz I was gonna show everyone.

I drove into the pits in the mighty Jodymobile and unloaded my '72 CZ 250 right next to the fancy workshop factory rigs of Team Can-Am and Team Kawasaki. They were all sanoed out, and more than a little snooty. In fact, they strung banners to keep me out of their territory. By the time they were done, my van was in the Kawasaki pit, and my bike was in the Can-Am pit, and I had to keep moving back and forth from side to side when they threw me out of their pits. Finally, they both threw me out in unison, and I had to go park in the last place left in the pits: downwind from the port-a-can.

Now I was really hot. I was going to embarrass these glorified, overpaid factory stars as soon as the gate fell. The motorcycle press was at Whitney in force, but no one came near my pit (it did smell pretty bad). The pit tootsies were clamoring for autographs and snapping Instamatic shots of all the bikes. A few people took pictures of my bike, but just as I began to feel a sense of pride, I heard them say, "That must be part of the antique bike show."

I had to go through tech inspection three times. They kept saying my motor mount bolts were loose. In fact, they did spin easily, but I finally brought a wrench, and let the AMA official snug them down himself. When he was done they still spun when I revved the motor.

More than one great racer has proven that inferior equipment can be overcome by raw speed and a lot of heart. The famous Grand Prix automobile racer Stirling Moss always drove slower and less competitive cars, but he was a legend. Jaroslav Falta is still riding a bike whose development stopped in the late '60s, but he can still win. As I went to the starting line, these thoughts filled my head. I could hear people murmuring about the inferior hunk of iron that I pushed in between Weinert and Howerton.

"Let them laugh," I said to myself. "When this is all over they will be standing there gaping."

My race was a thing of beauty. The old *Seize-Easy* had never run so strong. For two motos I pushed a heavy, overweight and sluggish machine around Lake Whitney like no one ever had. It was do-or-die time. Winning a big purse was incidental. What really mattered was self-respect and human dignity. As I put out effort that far exceeded anyone else's on the track, I knew that I was striking a blow for everyone who has ever had to ride inferior equipment. The spectators became involved in my drive to vindicate the oppressed, and waved programs as I passed by in a blur. It was a great day in the Texas sun.

Back in the pits, I could hear the announcer raving on about what a great race it had been. He was saying that he had never seen such a closely fought battle. A tear came to my eye as he spoke in reverence of this day of racing. I was so moved that I stood up on my milk crate to get a look at Howerton and Stackable picking up their checks and trophies.

Of course I lost, what did you expect? I was riding inferior equipment! ☐

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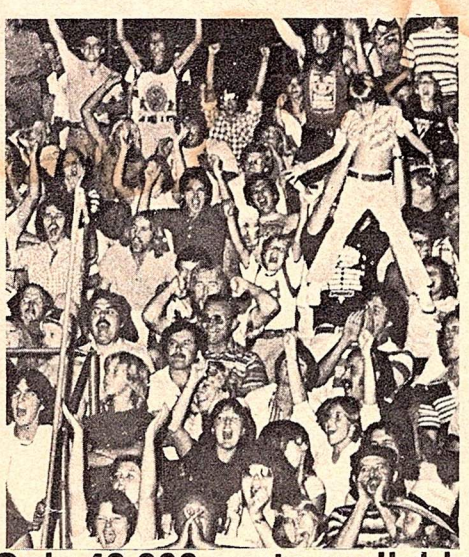

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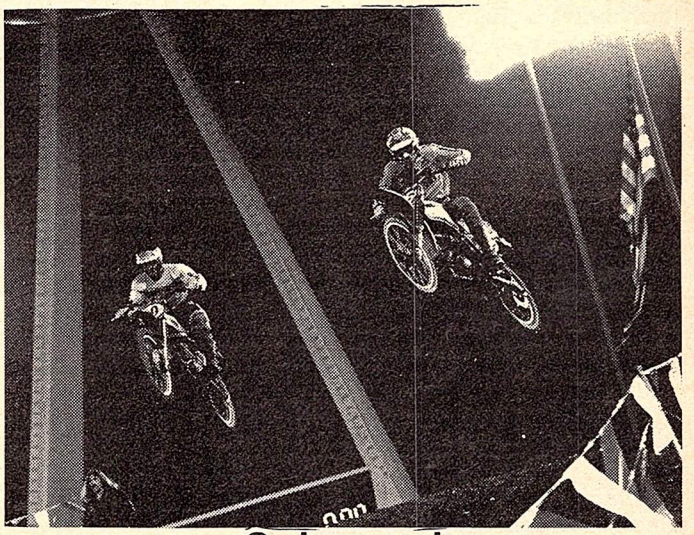

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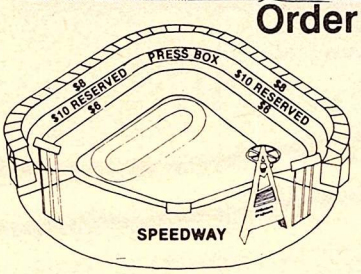

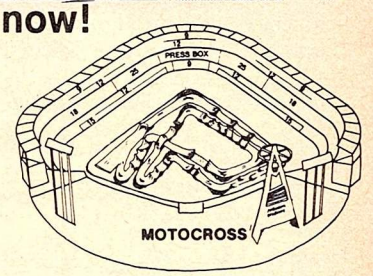

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PAT JACOBSEN INJURED

Pat Jacobsen had raced his RM125 Suzuki throughout the first half of the 125 National series so competitively that Mark Blackwell, Team Suzuki Manager, gave him a factory bike for the final three races. But Pat's first factory ride at Rio Bravo only lasted until the first turn, when a pile-up sent him to the hospital. Pat suffered a serious back injury, and will spend the rest of the season resting.

Was he upset about his injury? In fact, he was most upset about not getting to race the works 125 Suzuki that he had earned a ride on. Get well soon.

□ □ □

MARTY SMITH AND HONDA

The Honda team is rife with dissension, or so goes the rumor of the month on the National circuit. Marty Smith underwent surgery to correct a shoulder problem, and will not race the Trans-USA series. It is rumored that the former three-time National Champion will never race another Honda.

Marty Tripes has also been high on the rumor list as a possible Honda expatriate. Tripes could be riding for a privateer team based in the Midwest. Contract time starts around November, so expect some startling developments in the world of MX.

□ □ □

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PRESTON PETTY SAVES TIME

Preston Petty, famous racer and fender entrepreneur, is also a world-famous flier. Preston believes in saving time and getting there quickly, normally late, but always fast. Preston decided to fly from his Arizona home to the USGP at Carlsbad, California. Since there is an airport just three miles from the track, Preston had it dialed.

Unfortunately, there were no taxis or buses running on Sunday and he had to walk to the track. He arrived in time for the second moto. His flight from Arizona took less time than the trip from the airport to the track.

□ □ □

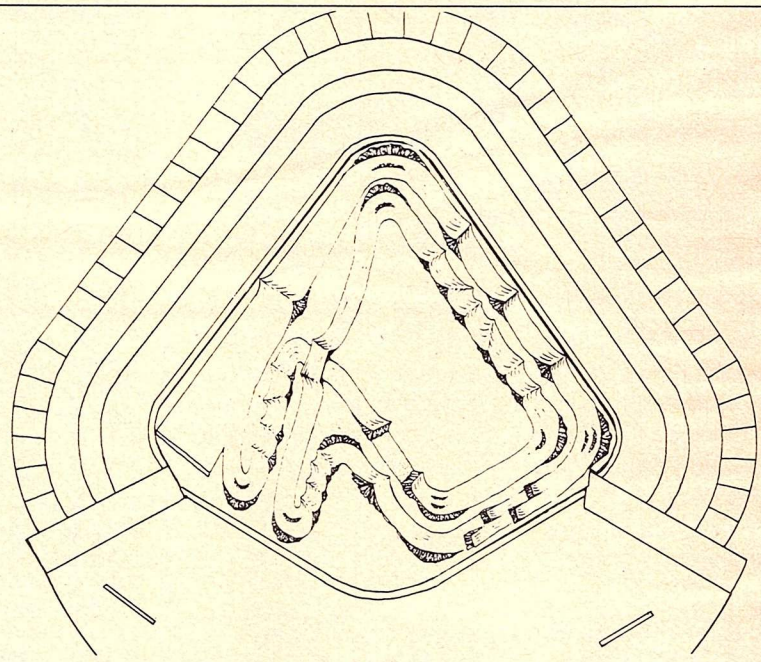
BAKER'S NEW MONO BUMPER

Taking a tip from the Formula One car mechanics, the shock industry took notice of the heat-cured foam bumpers that adorned the fancy automobiles. Ohlins was the first to use the variable compression rate bumpers, and now Al Baker's FMF has the bumpers available for Yamaha monos. You do have to take the

HANNAH INJURED! OUT FOR SEASON.

Bob Hannah of Team Yamaha, the winningest rider in AMA history, was injured while waterskiing on the Colorado River in California. Marty Tripes was driving the boat when Hannah hit a bank and broke his leg. The fracture was compound, and Hannah had to be air-lifted to San Diego's Donald Sharp Memorial Hospital. The Team Doctor of the San Diego Chargers performed surgery. Hannah will be in a cast for ten weeks.

Bob will not race again in 1979, but plans on making a full assault in defense of his championships in 1980. Get well soon.



BIG ANAHEIM STADIUM BASH IN NOVEMBER

The Coca-Cola-sponsored Anaheim Stadium Supercross will be part of a giant motorcycle extravaganza during the weekend of November 16, 17 and 18. The three-day spectacular will include a Friday night World Speedway qualifier, giant motorcycle show, Saturday night 250cc Supercross event, and a Sunday amateur motocross. There are three-day tickets available, or you can pick and choose your favorite events.

The Supercross is the final professional AMA motocross event of 1979. Not only is a lot of money at stake, but with Bob Hannah out of action almost anyone can win. It might prove to be a rematch of the classic Barnett/Bell battle at the Superbowl. Be there or be square.

shock completely apart, but it cushions out the severity of bottoming.

□ □ □

HUSQVARNA THUMPER

Reports out of Europe say that the new Husqvarna 500cc single four-stroke should be in production by the winter of 1980. Four-strokes are not a new thing to the Husky engineers, so expect a sano package right out of the crate.

□ □ □

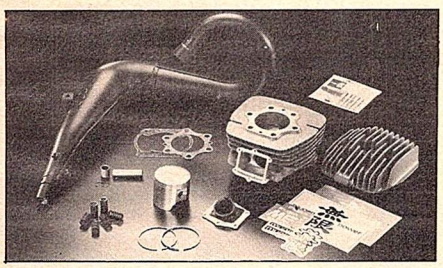
THE TRUTH AND SOME UNTRUTHS

The Kawasaki Uni-Traks will be available almost immediately, and a new KX400 model is supposedly in the works. The new Honda lineup for 1980 will consist of double-downtube, center-port 125s and 250s. In fact, a few of the Honda works bikes currently circulating are pre-production prototypes. Suzuki will be updating the DR370 four-stroke to a DR400, but there's no news of a serious full-race effort for thumpers from any major manufacturer.

Can-Am will be reintroducing 125 motocrossers into its lineup. The 125 was dropped in 1976 because of excessive costs and poor sales, both related. It costs Can-Am the same to make a 125 engine as it does to make a 250. Also, Can-Am will be releasing a new 400 MXer, and a 280 enduro motor.

The 1980 Maico models will be out in late October, and will be lighter and faster. Yamaha will be introducing a YZ60 for the junior cycle wars.

□ □ □



MUGEN USA

Mugen USA is a company owned by Hirotoshi Honda, son of *the* Mr. Honda. Mugen is also the company responsible for the R&D of many of the works Honda motocrossers, including bikes ridden by Marty Smith, Andre Malherbe and even 1979 500cc World Champion Graham Noyce.

Mugen has never been sold in the USA, but will now be available in limited supply. The first kit available is the ME360 kit. This kit bolts onto a stock CR250R to make it a full-blown AMA-legal Open class

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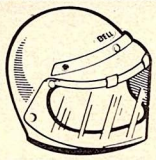

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11-3

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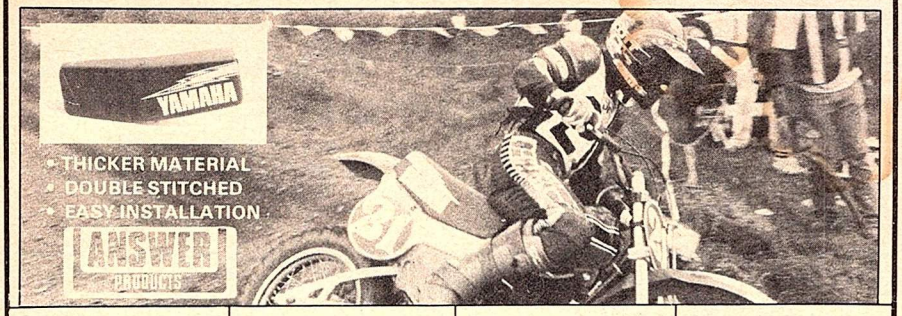
Circle number 3 on page 109

HANNAH LIGHTNING BOLT SEAT COVERS



MX 4&5

CR

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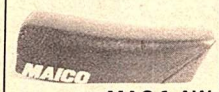

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Circle number 4 on page 109

■ HALLMAN Inter-Am Jersey
Brightly colored cotton and rayon. Suzuki, yellow works style.
Circle size: S M L XL $21.95

■ HALLMAN PRO GP Nylon/Leather Pants—The space age has come to MX...low hip, sock type lower leg with elastic strap. Team Suzuki; yellow with blue black and stripes. $124.95
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■ HALLMAN Boots
Padded shins and ankles, outer leather surfaces virtually seamless-quick release buckles. $95.50
Circle size: Adults—6½ 7 8 8½ 9 9½ 10 11 12 13
Children—4 5 6

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Circle size: Adult—M(9) L(10) XL(11)
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wear what
THE MAN
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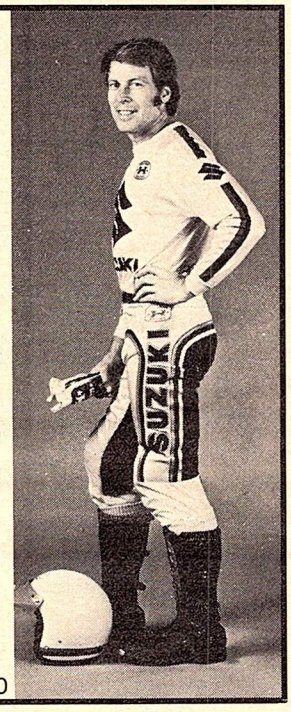

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Circle number 5 on page 109

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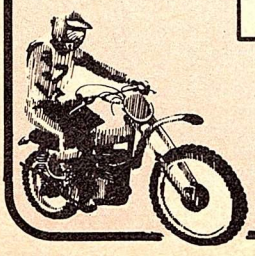

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Dirt

monster. A plethora of racing bits and pieces are available for 125, 250 and 360 Hondas. If you want an Open class Honda, but are tired of waiting for the factory, wait no more.

Mugen USA will also field a fully supported works team in the 1980 125 Nationals. The team, which hasn't been selected yet, will be riding water-cooled CR125s. The water-cooled kits will also be for sale (as kits or complete bikes). For more info, write to Mugen USA, 6878 Santa Fe Ave. East, Hesperia, California 92345.

☐ ☐ ☐

JUST AROUND THE CORNER

A glove manufacturer is working on a foam-filled glove with a plastic backing. The plastic backing is supposed to protect the hand and fingers from injurious blows, while the soft foam fill makes them comfy.

☐ ☐ ☐

JIM POMEROY MOVES AROUND

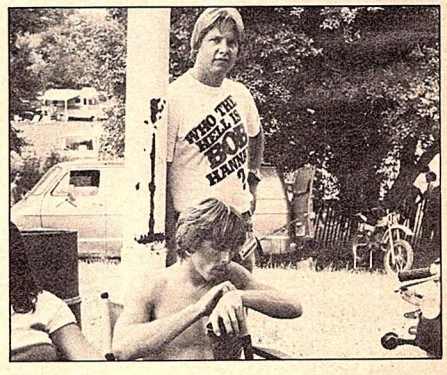
After leaving the Bultaco team several months ago, Jim Pomeroy has been without a ride. He even missed the United States 250 GP at Unadilla. Pomeroy was rumored to be on the verge of signing with SWM, but instead will ride the final two 250 Grand Prixs for Beta, an Italian manufacturer.

☐ ☐ ☐

ON THE ROAD

When you are a factory mechanic you get a little tired of working on the bike in Holiday Inn parking lots. Sometimes the confines of a friendly motorcycle shop look better than home. Each team has its secret places. But the place in the Midwest to meet the factory shoes is Midwest Action Cycle in Lake Zurich, Illinois. The thing about a shop where the factory wrenches hang out is that a lot of hot tips are normally left behind.

☐ ☐ ☐



BOB WHO?

Ken Boyko of DG Performance made up some special T-shirts and followed Hannah around, causing more than one person to wonder if they knew each other!

What we did to Wanda.

We made her a star.

Miss Motocross Action.

And as such, she reigned as the Queen of the recent Coca-Cola Superbowl of Motocross. 74,000 people oohed and aahed as Wanda presented the coveted Rolf Tibblin award to our publisher, on behalf of the Superbowl organizers, for his outstanding contribution to motorcycling.

And what we did to Wanda was just the beginning, for no other magazine was as involved in the Superbowl of Motocross as we were.

We co-sponsored the race. Our editor handled the color-commentary. We gave away almost 2000 prizes. During intermission, we presented Hannah with his 1979 Rider of the Year Toyota Truck. And we covered the race with more staff and photographers than any other magazine.

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Circle number 7 on page 109

Dirt

HI-POINT RED DOT TIRES

Saddleback burned our stock sneakers off a couple of weeks ago, and the guys at Hi-Point sent down a set of Hi-Point Red Dot tires. That is like getting gold in the mail, because in the past Hi-Point tires have been made by Metzeler. But these new Red Dots said "Made in the USA" right on them. Unless Germany was shifted in a quake, these weren't Metzes. In fact, the new Hi-Points are Carlisle products, but they were great.

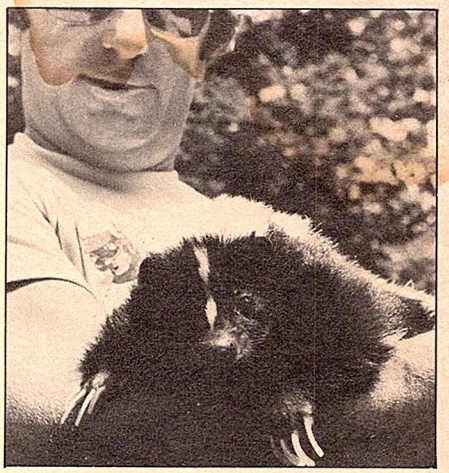
When we questioned our favorite tire rep (from a Japanese tire company) as to why these Carlisle/Hi-Points were so good, he said, "If we tried to copy a Metzeler our tire engineers get ego-involved, and think they have a better idea. Hi-Point told Carlisle what they wanted and Carlisle made it. We're too proud and dumb to copy!"

□ □ □

HONDA CR80 MINI-MISSILE

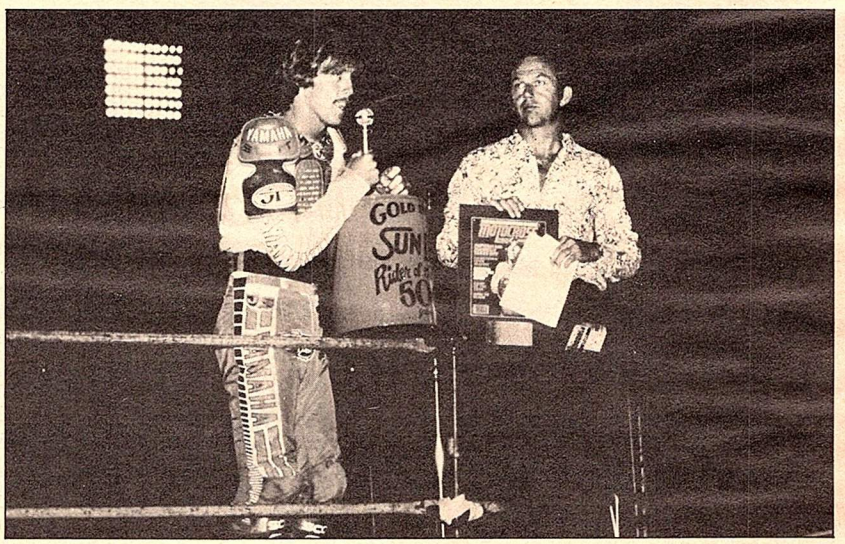
The new Honda two-stroke 80cc mini-cycle is reality. It was rumored to be in the works last year, but was delayed. The new Honda motocross lineup will include a new red 80cc bike to go along with the 125 and 250 center-ports.

□ □ □



AMA SCENTS

Carroll Chandler, the AMA National Motocross Manager, has a skunk for a pet. He wanted to call it Mike but, for obvious reasons, Virginia was chosen. She's at a lot of the races but sleeps through most.

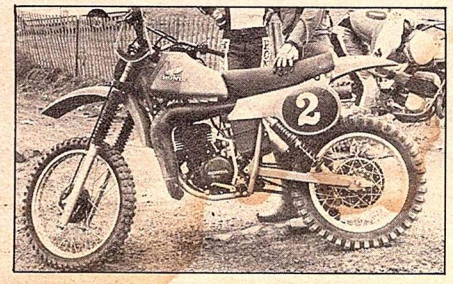


GETTING GASSED

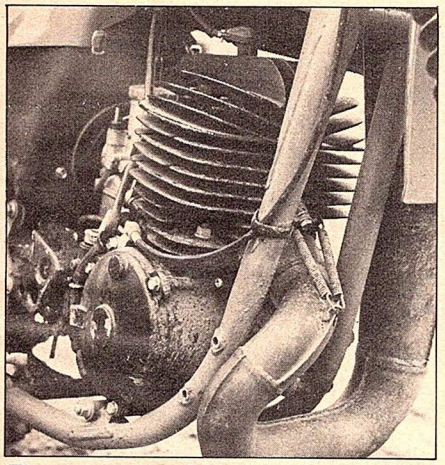
When he was presented with his tricked-out Toyota mini-truck at the Superbowl of Motocross in the Los Angeles Coliseum by MXA's Dick Miller, Bob Hannah also received, from the Sun Line/Gold Belt people, 500 gallons of gasoline to go with his award for Rider Of The Year. It was difficult to squeeze it into a five-gallon can for him to take home, but not impossible. We've practiced a lot with five-pound bags.

MOTOCROSS ACTION ATTRACTIONS

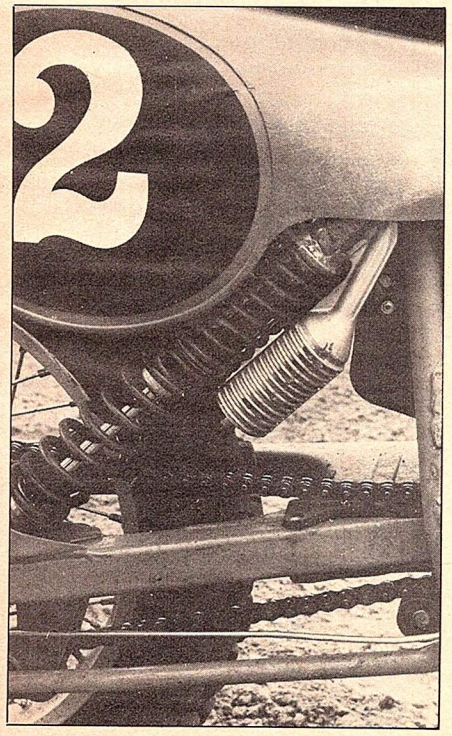
OCTOBER 7	Trans-USA, Unadilla, New York
OCTOBER 14	Trans-USA, Atlanta, Georgia
OCTOBER 21	Trans-USA, Sonoma, California
NOVEMBER 10	Supercross, Anaheim, California
NOVEMBER 18	Four-Stroke Championships, Carlsbad, California



The new Honda CR250 for 1980 has a center-port motor, double downtube frame, plastic tank and new shocks. The motor on the stock bikes will be red. This is a pre-production model raced by Women's Motocross Champion DeDe Cates.

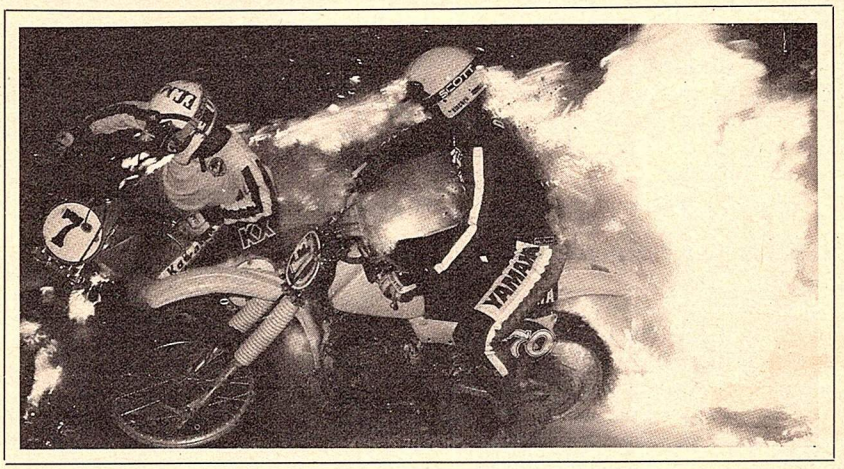


The new motor has more low end and an increase in torque. The frame is supposed to be more rigid.



Showa reservoir shocks will grace the Honda CR250 next year. □

CREATING A HOT CALENDAR CAN BE A CHILLING EXPERIENCE



When you see the cover of DIRT BIKE's 1980 Calendar, you simply will not believe it.

Our crew spent weeks preparing for the photo session. Flameproof suits were hand-sewn for the riders. Motorcycle engines were meticulously tuned, prepped and sealed. Tests were conducted to find just the right speeds to avoid falling down, or exploding. And a location was found in the California desert where temperatures often reach 115° Fahrenheit.

On the day of the run, a ditch was dug 30 feet long and five feet wide, and subsequently drenched with gasoline, lighter fluid and a frightening array of flammable liquids.

Then, as dusk descended, a match was struck.

Our ditch became a roaring fire-pit. Nearby safety crews and photographers stepped back to avoid getting singed. The results? All modesty aside, they were no less than phenomenal. In full, blazing color, the cover is unforgettable.

Of course, the inside shots are just as exciting.

And as a special bonus, DIRT BIKE's 1980 Calendar also includes the exclusive 1979 model jetting, tuning and service guide. A one-of-a-kind feature you'll use over and over again. Order your Calendar now.

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MX7-11

Mail Entries

SUB CHANGE
Dear MXA,

I have a subscription to *Cycle* Magazine, but all that's going to change.

I picked up my first MXA just recently. That night I sat down to read it and couldn't put it down. I read every article from "On the Mainjet" to "Berm Shot." You have a super magazine and I'm going to get a subscription as soon as we move to Minnesota.

Dean Rollie
Boise, Idaho

"NERVOUS NOVICE 250cc CLASS"
Dear MXA,

I'm 16 years old and race the "Nervous Novice 250cc class." When I don't get knocked off my motorcycle by a "spaced-out Nervous," I usually place in the top three. What always happens is that when I get ready to pass another rider, he falls down right in front of me. I'll never earn enough points to race Intermediate. Should I move up to Intermediate, or should I chance my life with the "Nervous Novices" in the 250cc class?

Chris Mitchell
Sunnyvale, California

(The "Nervous Novices" are no more nervous than you or I, Chris. Try not to follow and you won't end up centerpunching the rider ahead of you.)

SEND US THE MONEY
Dear MXA,

I need some advice. In January I will have about $2000 and I don't know if I should buy a used pickup or a new bike for racing. At the moment I don't have a bike or an auto. What do ya think?

M. Gibbons
Palos Verdes, California

(Seriously, Gib, it all depends on how dedicated you are to racing. You won't be able to race the pickup, but you'd probably be able to find a ride out to the races. You pays your money and you takes your choice.)

KOMMUNIST RYDERS
Dear MXA,

I wuz just wundering how come Jimmy Carter lets Kommunist ryders like Heikki Mikkola, Rodger DeCoster and Tommy Croft ride in America. I mean, ain't they got no motocross tracks in Russia? How come they can race in the U.S.A. and take our dollars back to the Russian place? I like only American rycers such as Graham Noyce, who rides the red Honda and wears a red, white and blue jersey. Now, he's an American you can be proud of.

George (Yamaha) Wallace
Montgomery, Alabama

WHY NOT JOHNNY?
Dear MXA,

I am writing to you to complain about the lack of publicity American MX stars are getting nowadays. I mean, wouldn't it be great to be kicking back watching Johnny Carson and see a guest star like Bob Hannah, Marty Smith or one of the other top riders come on? Wake up, America! After all, it is the second most demanding sport in the world.

M. Gilbert
Ft. Myers, Florida

KUDOS TO FOX
Dear MXA,

Thank you for the August, 1979, issue, especially the three articles on GP racing in Europe. The photography by Marcia Holley, Herman Jottman and Geoff Fox was absolutely blow-mind.

Geoff and Bob Fox are to be commended for supporting the sport here in the U.S. and in Europe.

When I need accessories, etc., you can be sure I will buy from them. They support the sport, not just make money off it. Hooray for them!!

Arthur W. Naprstek Jr.
Paisippany, New Jersey

WHY THE DELAY?
Dear MXA,

I live in a small town in northeast Missouri. Recently I ordered a pair of nylon MX pants from my local Hallman Racing Products dealer. That was two months ago, and I still haven't received them.

At first my dealer said they were back-ordered, then a couple of weeks later he said they might have quit making them.

My questions are, has Hallman quit making leathers, and why does it take people in the Midwest so much longer to get what they want when it comes to motocross accessories?

Randy Brown
Ewing, Missouri

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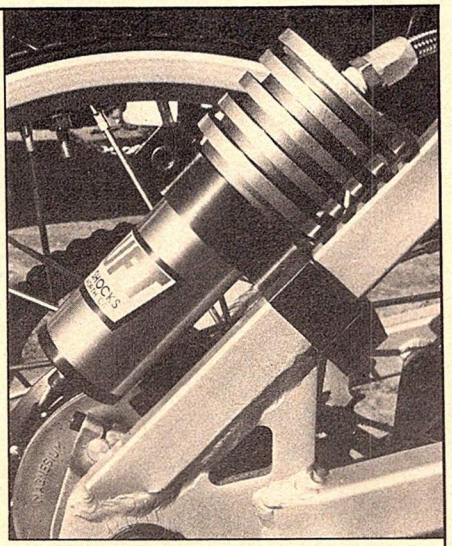

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Circle number 9 on page 109

PREVENT CHILD ABUSE. WRITE:

National Committee for Prevention of Child Abuse, Box 2866, Chicago, Ill. 60690.

(Randy, according to Lars Larsson at Hallman Racing, they are still very much into producing their leathers. There was a heavy demand, though, and some styles were back-ordered. You can get in touch with Hallman Racing directly through Hallman Racing East, 440 Belden Ave., Addison, Illinois 60101; [312] 543-5247.)

MAKE ME FAMOUS, AMOS!

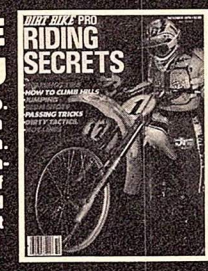
Dear MXA,

In reference to "Crasher Burns," MXA, July, 1979. How about making me and my Maico famous? I'm the one leading the pack!

Don Edwards #313
Dana Point, California □

WE HAVE SOME SECRETS FOR YOU

Lots of them. Like how to jump. Climb hills. Pass. Crash. Gain seconds on your laptime. And win. They're straight from riders like Hannah, Lackey, and the editors of DIRT BIKE. And they're hot. Read *Professional Riding Secrets*. But keep it to yourself.



Just between you and me, send me a copy of *Pro Riding Secrets* post-haste. I've enclosed $2.00.

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SPECIAL 100th ISSUE ANNIVERSARY!

A STAR WAS BORN

How time flies when you're having fun. It seems like only yesterday when DIRT BIKE editor Rick "Super Hunky" Sieman put together a whole new concept in cycle magazines. From his efforts a star was born, and the results rocked the industry. Now, years later, we're celebrating our 100th issue anniversary.

Throughout the 100 issues, DIRT BIKE has been giving riders honest, fearless tests and humorous, informative articles and features. In honor of these 100 issues of success, we've compiled the most outrageous material published in DIRT BIKE in a special commemorative edition.

Everything from the best of "From the Saddle" to the first motorcycle comparison "shootout" ever printed by anyone is included. You'll read some of the most hilarious features ever and see how the super sport of dirt biking has grown and changed.

Don't miss this one-time special collector's edition. It's bound to be a sellout, so order your copy today while supplies last. Only $2.

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MX7-11

Wing Nut

By Al Baker

BUCK VS. A BUCK AND A QUARTER
Dear MXA,

I am 5'9" and weigh 130 pounds. I've just sold my YZ80E and plan on purchasing a 100 or a 125 YZ from my local dealer. Everyone I've talked to says to get the 125. From what I've read and seen, 125 MX is very expensive. I can afford to race the bike just fine, but why spend the money! We have a 100 class that is fierce, but the 125s are even fiercer. I am aware of the care required on any bike, especially a 125. I am willing to accept the responsibility, but am I ready for a 125? Would the 100 be a better buy for me?

David M. Robinson
New Canaan, Connecticut

The 100 may be a cheaper choice for you at this time, but once you master the power output of it, I personally think you'll be a bit unsatisfied and will wish you had a buck and a quarter. I'm sure it won't take long for you to handle it 100 percent, and most riders always seem to want a few more ponies anyhow. Don't underestimate your abilities; I would take advantage of the 125's advanced suspension and truly competitive power now. Remember, you'll always get what you pay for, and a small percentage in this case may save you an extra expense next spring.

RM FRAME-UP
Dear MXA,

My RM125N keeps breaking the rear motor mounting tab off on the left-hand side. I had it welded back on once, but it broke again. It breaks the tab off right next to the tube.

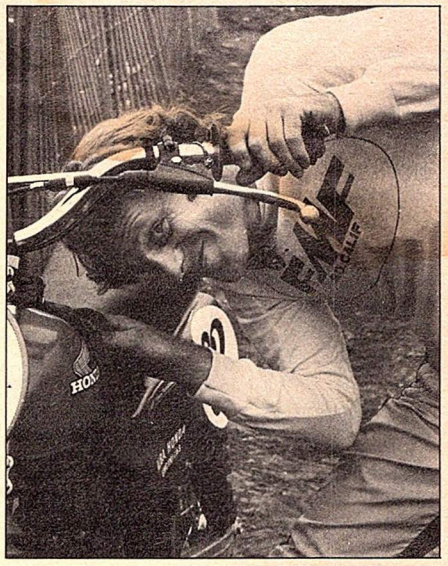
Maybe I need to check the crank balance or motor mount bolts. Why does it keep breaking? What can I do to make it stay?

Jack Walker
Deer Lake, Michigan

Hopefully, your frame is not yet beyond repair. There are a few reasons for motor mounts breaking. I don't believe there's any problem with the RM125N frame design, so at one time or another you must have let your motor mount bolts come loose. This is the quickest way to break mounts or even your frame. I've found that once you've broken a mount, your frame is always weakened, so I suggest stripping the machine and taking the bike frame to a certified welder, and letting him heliarc and gusset the mount with a triangle-style brace. I seriously doubt if you will have any further trouble. Your second break could have been caused by an inexperienced welder patching your frame. May I add, I've never seen a frame break in your location from an unbalanced crank.

SHAPE UP
Dear MXA,

I was wondering what type of conditioning you would suggest for an Intermediate-level motocross rider who was interested in making the move up to the Expert class. I jog and work with weights



now and try to ride as much as possible. Would it be a good idea to join one of the numerous health clubs around and get totally shaped?

John Cole
New Berlin, New York

Friend, you're on the right track. Most of the pros I know living in Southern California are working out at some of the more successful health spas located out here. One of the most important things you should concentrate on is running and jogging. Put in at least a five-mile run (at speed) twice a week and a three-mile jog three times a week. If you can, get a buddy who races to join you. It's a lot easier to get motivated when someone else

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is there going for it as well. After about a month of working out, your endurance should be fantastic for any 40-minute moto or less. I guarantee that you will quickly move yourself up to the Expert division and perform quite well.

WASH-OUT

Dear MXA,

I'm having quite a problem with front-end wash-out on my 250 CR Honda. The stock claw tire doesn't seem predictable enough, and if it's muddy you can forget traction altogether. What type of tire would you recommend replacing the stocker with? I know Metzeler is considered the best, but I was hoping there might be a cheaper tire that might work almost as well. What about recaps?

Biff Seilheimer
Yorba Linda, California

Give me a break! A recap? You've got to be kidding. I would never consider riding with anything but a 3.00 or 3.25x21 Metzeler or Hi-Point tire. You'll be putting your life in your hands running with anything cheaper! I mean exactly that; you'll

(*continued on page 108*)

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Circle number 10 on page 109

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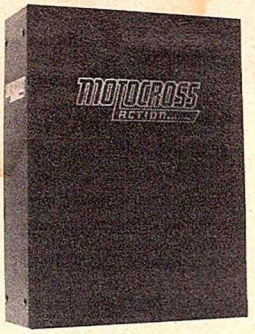

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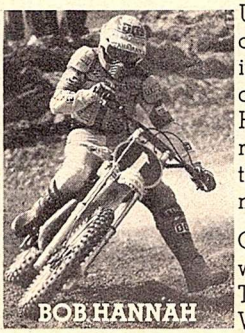
BOB HANNAH

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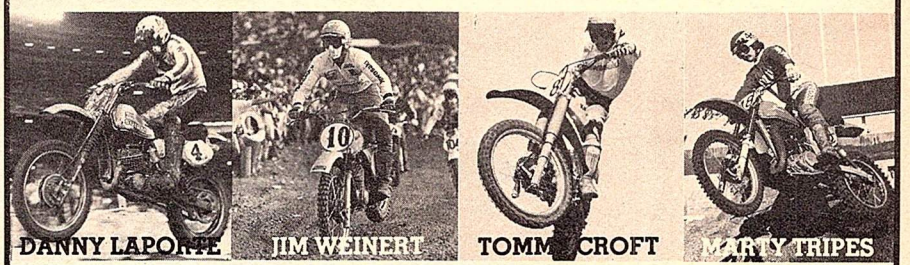
Our regular customers are winners. Men like Marty Tripes, Danny Laporte, Jim Weinert, Tommy Croft, Rex Boone and on and on. These champions know that good health starts with good nutrition, and good nutrition starts with Holeshot. Now you know, too.

Join the winners! Order your SUPER PRO I & II today!



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Circle number 11 on page 109

80

50

EARTHQUAKE FOLLOWS FEROCIOUS MOUSE ATTACK AT JR. NATIONALS.

YAMAHA RIDERS LEFT THE OTHER KIDS SPINNING THEIR TRAINING WHEELS AT THE NATIONAL MOTOSPORT ASSOCIATION GRAND NATIONAL CHAMPIONSHIP.

FIRST, THE 50cc JUNIOR RIDERS FOUND A MOUSE IN THEIR MIDST—MIKE "MOUSE" McCOY—ON OUR NEWEST MONOSHOCKER: A YZ250 FRESH OUT OF THE CRATE. MIGHTY MOUSE ROARED TO A FIRST AND SECOND IN HIS TWO MOTOS, CAPTURING THE CHAMPIONSHIP.

THAT EARNED THE YZ250 A NATIONAL TITLE IN ITS VERY FIRST RACE. YOU CAN'T GET MUCH FASTER THAN THAT.

EXCEPT MAYBE ON A YZ80. THAT'S WHAT ERIK "EARTHQUAKE" KEHOE RODE TO WIN THE 83cc STOCK AND MODIFIED CLASSES. THEN, JUST TO PROVE THAT HE'S TOO BIG FOR HIS LEATHER BRITCHES, EARTHQUAKE SHOOK UP THE BEWILDERED 105cc EXPERT RIDERS BY WINNING THAT CLASS. STILL ON HIS YZ80.

MOUSE AND EARTHQUAKE WEREN'T THE ONLY WINNERS ON YZ'S. BRIAN TAYLOR WON THE 100cc STOCK AND MODIFIED INTERMEDIATE CLASSES. "BULLET" BEN THERIOT DID THE SAME IN THE 100cc STOCK AND MODIFIED EXPERT DIVISIONS. AND BILL LILES DOUBLED IN THE 125cc AND 250cc STOCK RACES.

HOW COME YAMAHAS DID SO WELL AT THE JUNIOR NATIONALS? BECAUSE OUR LITTLE YZ'S ARE BUILT TO RACE—AND WIN—JUST LIKE OUR BIGGER YZ'S.

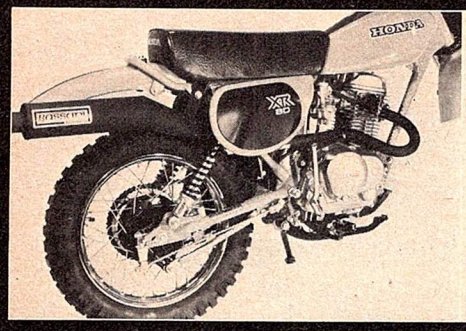
AND THAT'S WHY WE KEEP ATTRACTING THE BEST YOUNG RIDERS. WITH THE BEST NICKNAMES.

WATCH OUT, HURRICANE.

YAMAHA

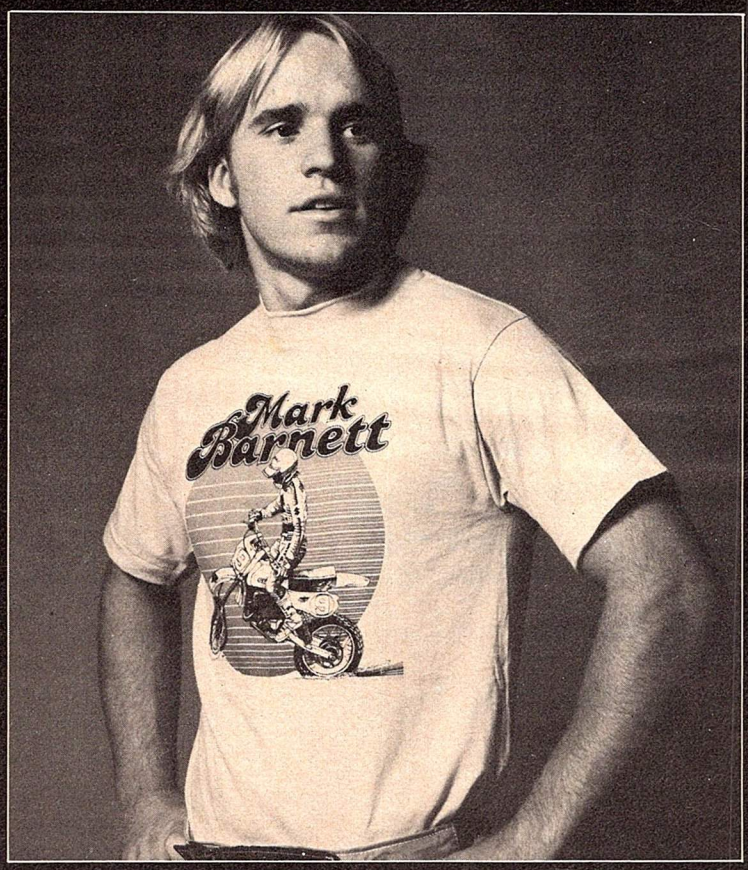
When you know how they're built.

Tricks From The Trade



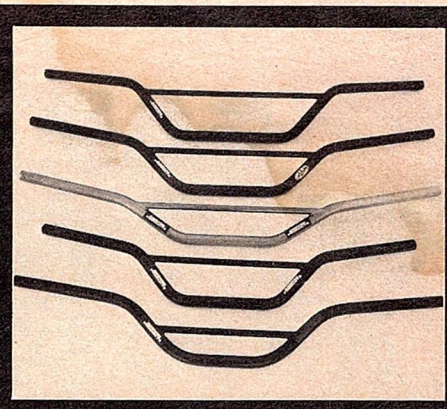
XR MAGIC

Darryl Bassani has been performing feats of magic with motorcycle exhaust systems for some time now. He decided to turn his attention and magic touch toward the XR80 Hondas. The mighty mini has benefitted from his magic with a series of new pipes in both upsweep and downsweep versions. Bassani, nice guy that he is, packages a free repacking kit with each pipe. All the necessary mounting hardware as well as complete instructions are included to insure against any snuff-foos. Retail price is $47.50. To get a Bassani decal and catalog, send $1 to Bassani Manufacturing, 3726 E. Miraloma, Dept. MXA, Anaheim, California 92608.



BE MARK BARNETT

Or at least wear his T-shirt around. Don't worry, Mark won't mind, but he would prefer that you buy your own from Moto-X Fox for $6.95. Getting your own T-shirt is certainly a sign of having made it in the fleeting world of MX stardom. We can't think of anyone more deserving than Team Suzuki's Mark Barnett. With Superbowl and 125 GP victories to his credit this year, Barnett has shown that he's a threat for the top money anytime, anywhere. The crewneck-style cotton shirt comes in yellow with a three-color action picture of Mark wheeling his factory RA125 across the front. You can buy these suckers in small, medium, large and extra-large sizes. A Brad Lackey T-shirt is also available. They may be ordered directly from Moto-X Fox. Enclose $1 to cover postage along with $6.95 for the shirt, and send to Moto-X Fox, 520 McGlincy Lane, Dept. MXA, Campbell, California 95008.



CHANGE BARS?

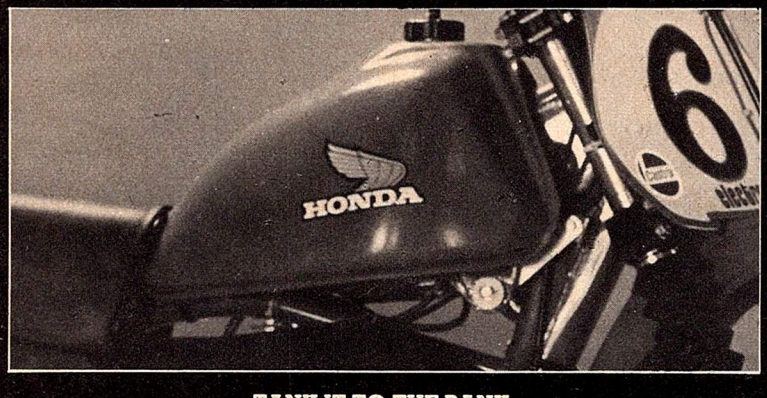
What? And miss a chorus? Well, Eddie Cole over at Answer Products (what was the question, Eddie?) wants you to change bars, but not the musical variety. The bars he's thinking of are the low, slung-back jobbers found on the likes of Bobby Hannah, Ricky Burgett and Bad Brad Lackey's factory bikes. Eddie's bars come in five different bends: RH Suzuki, OW Yamaha, Type 2 Honda, OW mini, and the Bernie Scheiber (who's he?) bend. Each bend is available in either yellow, red, blue or gold, and each has a durable urethane plastic coating. For more info or for a '79 catalog, send $2 to Answer Products, 7831 Alabama Ave., #8, Dept. MXA, Canoga Park, California 91304; (213) 340-1083.

IS YOUR MOTORCYCLE PREGNANT?

Does a shotgun wedding loom large on the horizon? Say, it can't happen to you. Not if you have your Contamoil test tube kit around to verify the results. Has your motor been cranky and irritable, missing shifts, and seemingly long overdue? All this simple, at-home pregnancy test requires is that you remove a couple of drops of infected oil from your scooter's internals, drop it into the handy test tube kit, shake, and compare the color separation with color key analysis charts they helpfully provide. Peace of mind for $14.95 per test kit. It's cheaper than an unnecessary operation or a marriage license. For more info, write: MCR Distributors, 9025 Wilshire Blvd., Dept. MXA, Suite 215, Beverly Hills, California 90211.

JOIN THE FACTORY

Why bother going racing, when all you've got to do is send off for JT Racing's new "Factory Rider" T-shirt? Years of dedication, hardship, hard work and training can be avoided entirely. Just by ordering JT's new "Factory Rider" T-shirt in your choice of red, blue or yellow in sizes for men, women or junior crossers, you can become a member of that exclusive fraternity of the factory elite. Mr. M. Tripes demonstrates the classic "How about a lift out to the track?" pose that's made him the heartthrob of bicep-squeezing tootsies everywhere. Yes, that until-now-unobtainable goal of becoming a factory rider is now within your grasp and checkbook. Check it out at your nearest JT dealer or write JT Racing USA, 303 West 35th St., Suite C, Dept. MXA, National City, California 92050.



TANK IT TO THE BANK

Or you might try hopping into your rolling buzz bomb and putting down to Joe's Friendly Bank and Grill to see Joe about getting a loan to sano out your CR125 Honda. One of the first things you can tell Joe is that you'll need $49.50 to replace the stock gas-passer with a trick DG RC125 replica plastic, fantastic gas-a-hauler. The DG tank comes in bright fire-engine red and uses the stock gas cap and petcock. While you're there, see if Joe will let you take out a loan to buy some gas for your space cruiser. If nothing else, try the cheeseburger and fries. If you don't get one you're bound to get the other. For more info, see your local Bank and Grill or dealer stocking DG Performance Accessories, 1170 Van Horne Rd., Dept. MXA, Anaheim, California 92806; (714)630-5471.

AHEAD OF ITS TIME

"Ring my bell" might be a popular refrain at the local disco hangout, but it's not any fun at the local knobby-way. Only a real ding-a-ling would choose to wear anything but the best protection he could afford out on the race course. Bell Helmets' new Moto III is one of the latest advancements in headgear to hit the tracks (literally) in quite some time. The new Moto III is significantly smaller and lighter than its predecessor, the Moto-Star. It is both Snell 75 and DOT-approved, as well as AMA-legal for professional competition. Available at finer dealers and head shops everywhere, or just for the hell of it you can write: Bell Helmets, 15301 Shoemaker Ave., Dept. MXA, Norwalk, California 90650.

HANDS DOWN

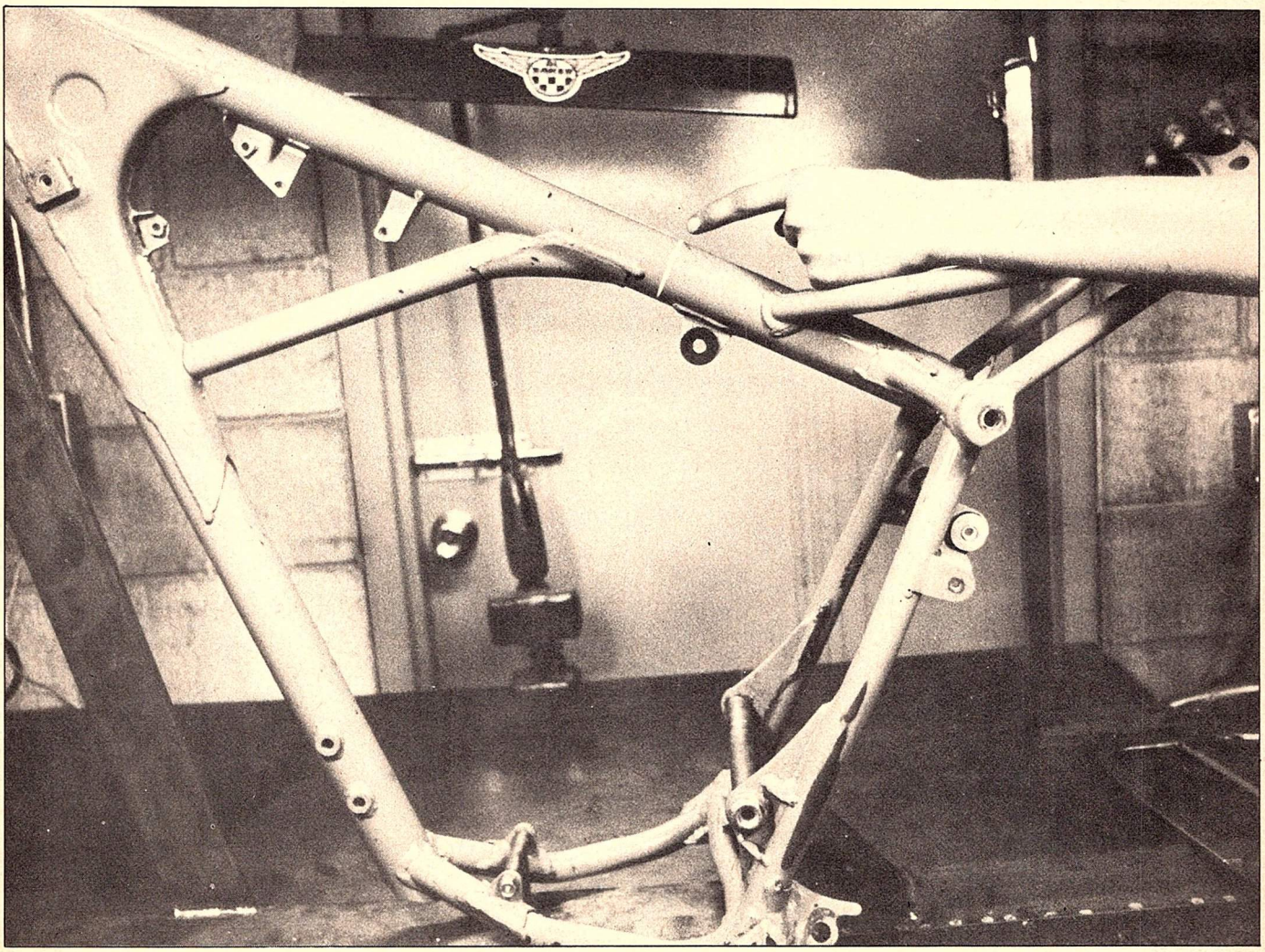
Have you ever noticed that after a particularly tough moto the old hands don't want to loosen their death grip on the bars? Well, with Bates' new "Curved Fingers" glove you won't have to worry about getting your new mittens out of shape. You can just go ahead and leave them clenched in place until they either loosen up or rigor mortis sets in. The curving effect helps eliminate tension from all the white-knucklers you just went through and helps keep the glove from bunching up on your hands. The padding is specially designed to flex naturally and help with the break-in. Retail price is $24.95. For more information, or for $2 they'll send you their 56-page catalog, contact: Bates, P.O. Box 1770-EH, Dept. MXA, Long Beach, California 90801.

FRAME UP

MAKING THE HONDA HANDLE

Flying Machine Factory

By Jody Weisel



Over eight millimeters will be cut out of the frame at this precise point.

☐ Honda and FMF—the names are almost synonymous with each other. By now the rumors have spread far and wide that the 1980 Honda CR125s are going to be completely different from this year's model. Gone will be the 23-inch front wheel and the single-downtube frame, and hopefully the bumpy straight swaps will go away too.

The CR125R suffers from a severe handling problem. It swaps. The front end shakes its head at any speed over any size bumps. Flatly stated, the Honda 125 doesn't handle. The problem is caused by a very steep rake (28½ degrees) and the large (23-inch) front wheel. The mass of the 23-inch Claw Action tire combined with its trials-like rake causes a disconcerting wiggle in the handlebars.

Local racers have tried to cure the problem with a 21-inch front wheel. The benefits of a 21-inch front tire are decreased mass and a wide selection of tires. The disadvantage is that it makes the rake of the front end even steeper. In effect, it tucks the front wheel back and under two inches more than the 23-inch wheel. The handling gets worse in the rough, although cornering improves thanks to better tires and the tighter geometry.

THE SYNOPSIS

With the 23-inch front wheel the rake is too steep, and the variety of tire selection is less than ideal (Yokohama, Bridgestone, and a new IRC). With a 21-inch front wheel the rake problem is magnified, while the selection of tire compounds and designs becomes brighter.

THE ONLY SOLUTION

Utilizing information provided by engineers at Honda of Japan, FMF head honcho Al Baker performs frame surgery to increase the rake of the 1979 Honda CR125R by one degree (from 28½ to 29½ degrees). It is perhaps the most valuable modification that can be done to a Honda 125. Making it faster before you make it handle can only lead to a strawberry and raspberry fruit salad on your elbows.

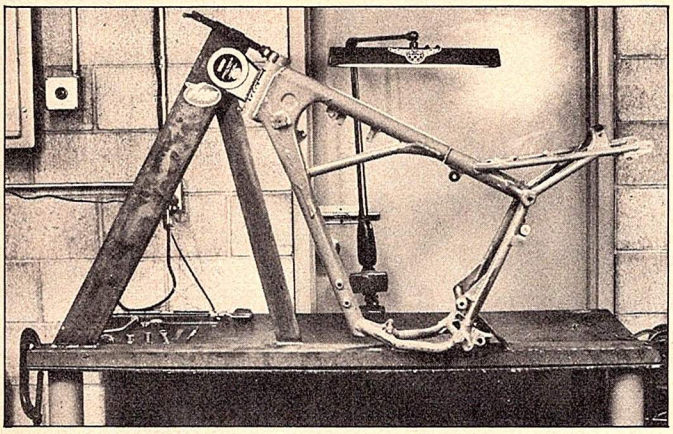
The frame modification consists of taking the bare frame and cutting slightly over 8mm out of the backbone directly in front of the air box mount. FMF has a very solid and sturdy jig to hold the motor mounts and steering stem in place during the incision. The frame is then carefully drawn back the correct distance to move the steering angle out to 29½ degrees. This is the rake of Suzuki and Yamaha 125s. The lower frame rails are stress-relieved and gussetted, while the backbone is heliarced back together and covered with an additional half tube for strength.

This is not a backyard project, and should only be done by someone with experience. Baker has modified over 200 Honda frames.

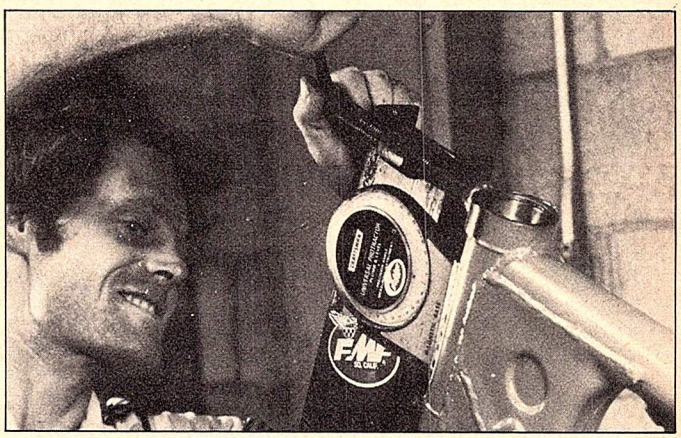
THE OUTCOME

The rake is now set up to allow the use of a 21-inch front wheel without the drastic ripple bump shakes. The stock 23-inch front wheel will also work better in its new location. The wheelbase is lengthened ¾-inch and the weight bias is improved. The motorcycle goes back together without

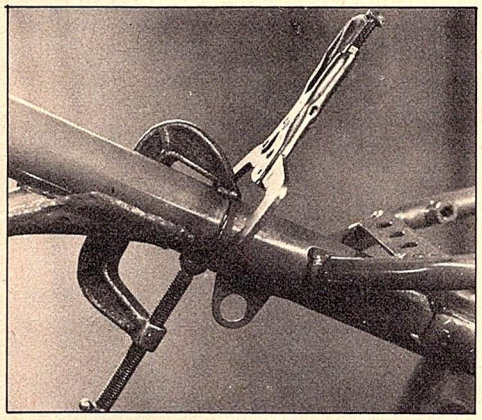
(*continued on page 106*)



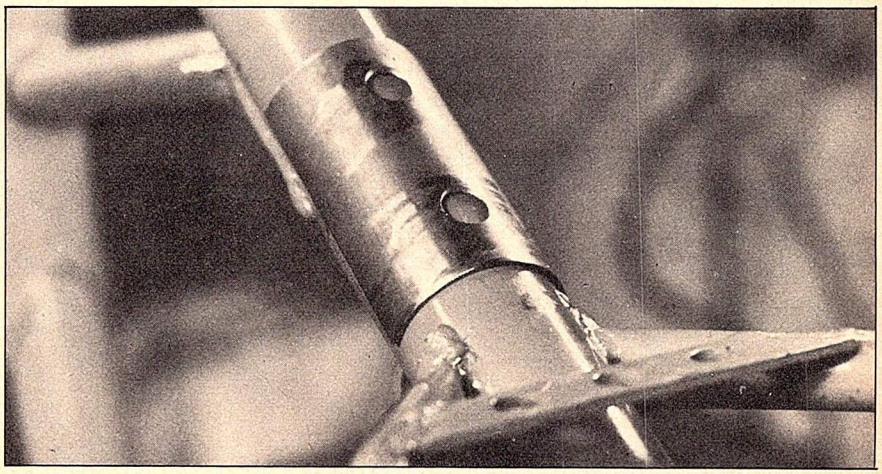
A special jig holds the frame in place while the cut is made. A degree wheel is mounted on the steering stem to check progress.



The large turn screw presses the frame back together after the cut is made. The turn screw applies a constant and strong pressure.



With the 8mm missing, the frame is spliced back together and held in place with C-clamps. The lower frame cradle is heated to a cherry red to stress-relieve the frame.



A special half-tube covers the frame surgery after it is welded back together, and the half-tube is heliarced into place. The holes allow additional welding area.

RACE

KAWASAKI

Dr. Jekyll and Mr. Hyde of motocross

☐ Don't confuse the Kawasaki KX250 A-5 with last year's A-4 model. The A-4 was low on power, short on suspension and high on price. Kawasaki has taken steps to eliminate those criticisms, and they have been largely successful. The KX250 is a limited production motocrosser, which means that the folks at Kawasaki Heavy Industries pumped out a couple of thousand. It isn't like a Picasso limited edition. If it was extremely limited, then parts would be hard or impossible to come by. The limited production run concept is confusing, and in many ways nothing more than advertising hype. There are more KX250 A-5s being made for the U.S. market than Maico, Husqvarna or KTM 250s.

The 1979 KX is longer (two inches), taller (1.7 inches), heavier (seven pounds) and greener. The suspension has been pumped up 1.7 inches on the front and a shocking 2.3 inches on the rear. The weight gain came from the new, long-travel front forks. It is almost a waste of time to compare the A-5 to the A-4. The swingarm is two inches longer. The shock mounts have been relocated. The gas tank is all-new. The gear ratios in the first three gears have been altered. The trail and rake have been decreased. The crankshaft has been beefed up. The air box was redesigned. The seat, bars, side panels, muffler, steering stem and handlebars are all different.

THE KWACKER PHILOSOPHY

The Kawasaki KX250 A-5 is the best-made Japanese 250 on the showroom floors in 1979. Not the fastest, the best-handling or best-suspended, but beyond all doubt the most thoughtfully constructed. The gold-anodized rims highlight the gold swingarm, which in turn attracts attention to the dished-out and hollow bolts. The Electro-fusion cylinder is extremely light and has a good durability record. Each piece of the A-5 shows that Kawasaki cares.

KAWASAKI'S CARE PACKAGE

If Kawasaki's motocross record is indicative of one thing, it is summed up in the motor. From the days of the Greenstreak through the first horsepower KXs, the Kwackers have always been *motors* first and *handlers* second. The A-4 of last year was the exception, but the A-5 reaffirms the rule.

The KX250 motor is the best 250 motocross engine on the market. The power from the Boyesen-reeded, 70mm by 64.9mm, 249cc engine is supple and responsive. Other brands make bigger dyno numbers, but putting it into the ground is what counts. The engine is flexible. It grunts smoothly off the bottom with steadily climbing amounts of horsepower and torque. If you short shift it the torque will pull it out of any hole you can put it in, but if you are trying to zap a duck down a short straight you can rev it a tad farther.

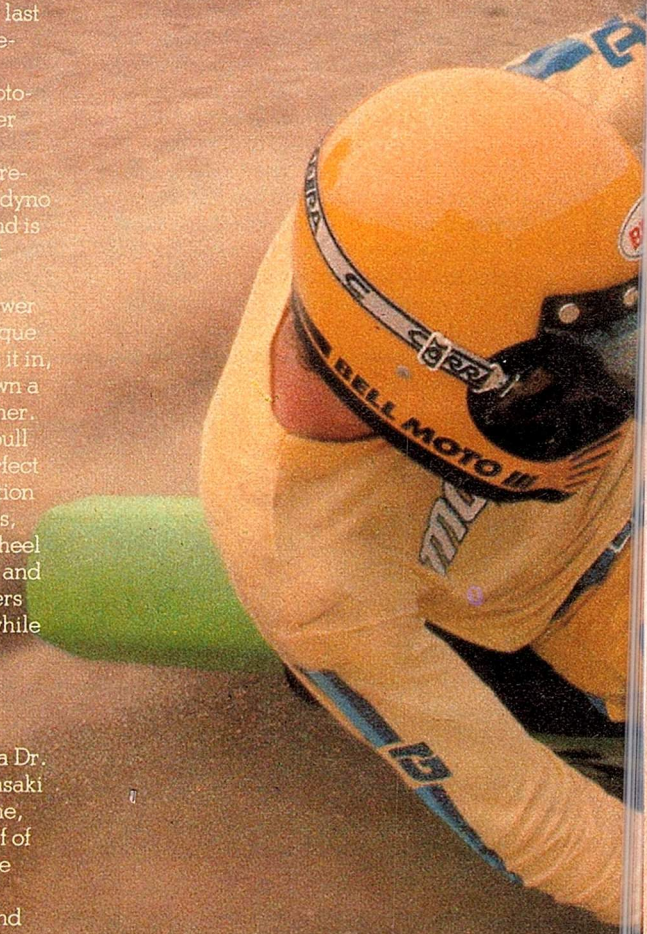
The Kawasaki's strong mid-range pull and rat-a-tat-tat ignition make it a perfect short-course machine. The crisp ignition is the result of totally new timing specs, and pairing it with the increased flywheel inertia is the perfect mating of ponies and traction. Junior and Intermediate riders can go faster with the KX250 motor, while a pro wouldn't be slowed a bit.

SPLIT PERSONALITY

The motor is only half of the story. Wrapped around the black beauty is a Dr. Jekyll and Mr. Hyde frame. The Kawasaki handling package can get the job done, and in many cases it is better than half of its competitors. But, it is a compromise package that isn't really spot-on.

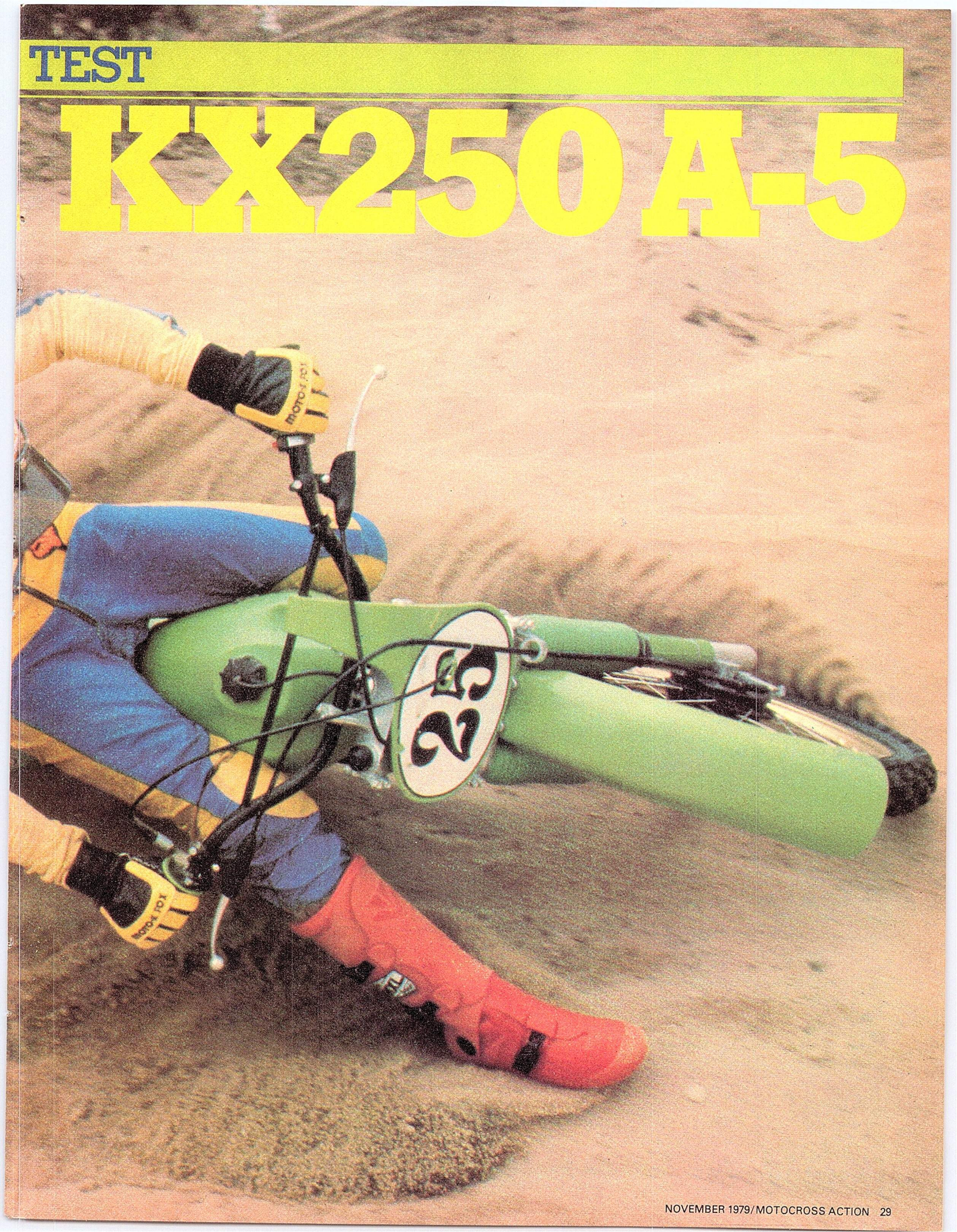
The A-5 can be dissected in half, and you have two completely different motorcycles. The front of the machine is a quick-handling and extremely responsive appendage. The rake was pulled back to 29 degrees and the trail was shortened half an inch. Rake and trail aren't the only factors involved in steering response, but they are one and two on the hit list. The Kawasaki is set up with a quick and responsive geometry. A little too quick for most of the high-paid MXA test crew, but competitive.

The rear of the A-5 is *dead* weight. Remember that the A-5 is two inches longer than last year's bike. That two inches is in the back. Riding the front of the bike is similar to carving hot laps on a one-two-five, but the rear half is unresponsive and



TEST

KX250 A-5



KX250 A-5

The KX250 is so green that it is a wonder the bike is scheduled to be produced in Nebraska next year. It should be made in Greenland.

mushy. If you try to snap the KX250 through a tight inside line, the front end will dart rapidly around the corner, and then begin to hunt and peck while the rest of the bike follows. The short trail and steep rake might work on a lower and shorter machine, but hauling the freight forces the front end to search and wiggle on bermless or flat turns.

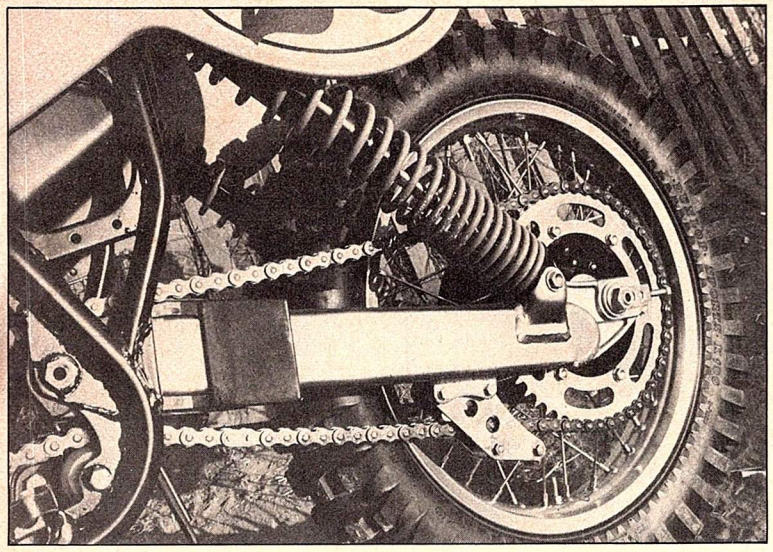
GETTING IT IN

The front forks offer 11 inches of travel and they work. Kayaba supplies Suzuki, Yamaha and Kawasaki, and they are a good workaday fork. Dialing in production-line Kayabas is a simple task for a rider who knows his oils and air pressures.

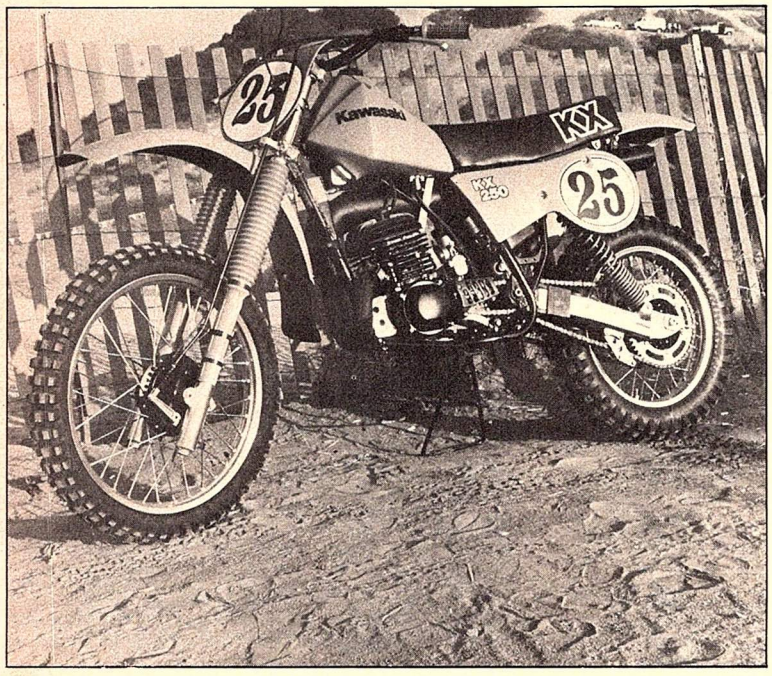
The rear shocks might be all right, but the full-length progressive spring is a joke. The shocks are overdamped and undersprung. You can push the rear of the KX250 down with your hands and count to two before it returns. Sitting on the bike will coil-bind several of the green spring's windings. We bottomed the KX250 everywhere. Upping the preload only manages to keep up with sag. The springs must go. The local pros' Kawasakis always sport Fox Airshox in SoCal.

The bike does work. You can get around a racetrack with surprisingly good lap times. The great motor is largely responsible for the KX's ability to motivate, but the whole package is raceable. The geometry and suspension flaws are largely the result of compromises to achieve a working product. It works. It is flawed.

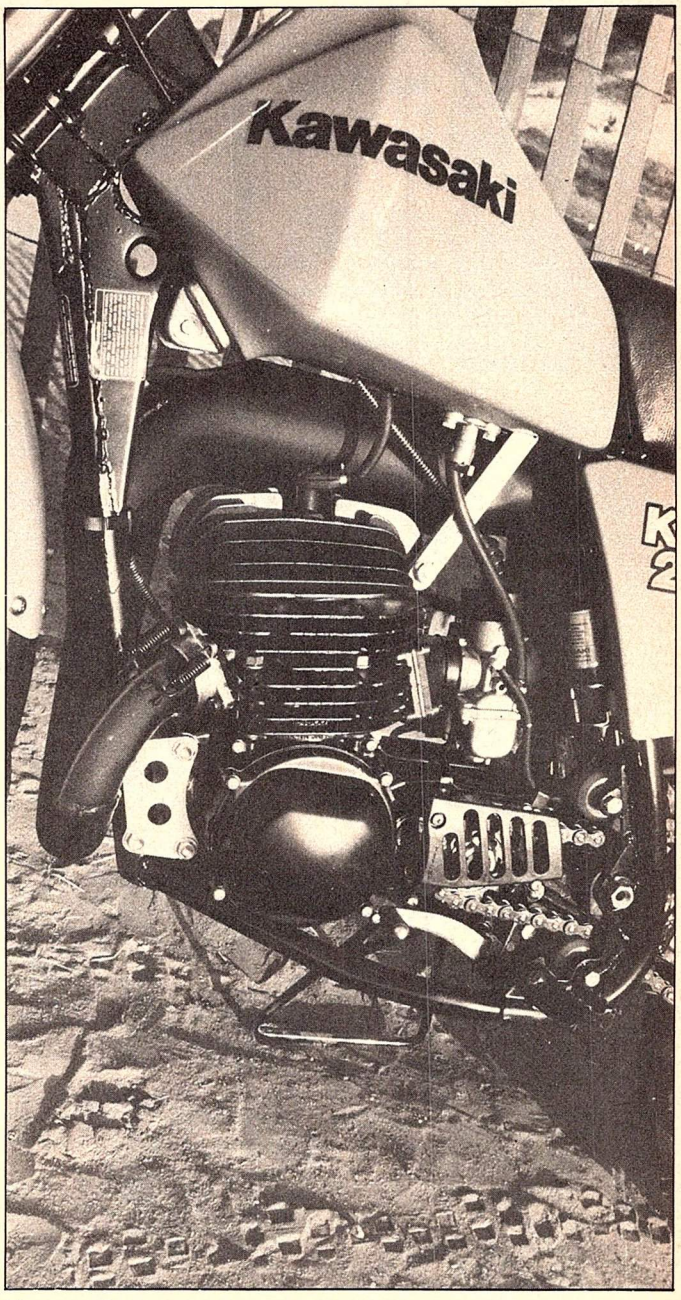
Riding the KX is fun. You climb on board and feel right at home. The seat is tall, but the sagging rear end gets your feet to the ground. The 38mm Mikuni and decent kickstarter will fire it up on one kick. Shift lever position is critical to ensure good gear-grabbing. The tranny works faultlessly, but the lever needs to be adjusted for each rider. The brake pedal tucks up against the right side cases. It is cast out of aluminum. If you wrap it



The lack of chain tensioners is made up for by cleverly positioned rollers. The gold-anodized swingarm is strong and long.



Although not sleek and svelte, the Kawasaki is brutishly functional and handsome.



The maximum 250 motor! The reed-valved KX250 has ponies, torque and spread on every other deuce-and-a-half mill.

around a peg you will have to sell the bike to buy a new pedal. There are no bulges. Everything is sleek and smooth.

Pull the clutch in and learn to listen to the motor. It makes those mellow moaning sounds as it comes onto the power pocket. Short shifting it through the gears, before the revs build up, will reward you with a melody of torque.

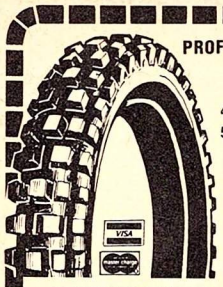
As you approach that first hairpin corner, look for the berm and use it. Stay in berms and ruts and the quick front and sluggishly handling rear won't be a problem. Slide up on the tank and boogie. Shift up a gear at the base of each jump and loft the KX into flight. Set up for the flat sweeper by sliding up onto the hump-backed plastic tank. Keep the weight on the front end, unless you know how to dance, and apply the throttle deliberately. If you get the front end hooked up, the rear will move out about a foot and short-track you around the sweeper. Back off the throttle too soon and meet the snow fence! Grab too big a handful and watch your rear end pass you! Down the short chute, the big whoops are ahead. The front end pogos a little, but it's OK. The rear wheel doesn't wiggle or swap, it just seems to plow through the rough. After the first lap you know what to expect and you can start to get more power to the ground.

BITS AND PIECES

The front number plate is a disaster. Our front brake cable hooked over the edge of the number plate and locked the front brake. The KX needs to have another cable guide mounted at the top of the triple clamps. Don't ride the KX without using a zip tie, or something, to keep the cable from hooking up and killing you.

The brake cable-related crash buckled up the side panels. A hammer straightened the side panel brackets, but they are prone to breaking off. The plastic took the abuse, but hazy white streaks were left where it was bent.

The handgrips are a King Kong left-



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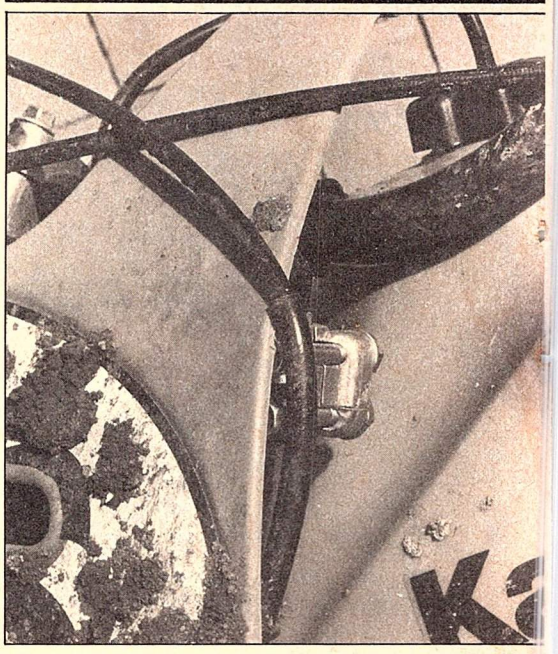
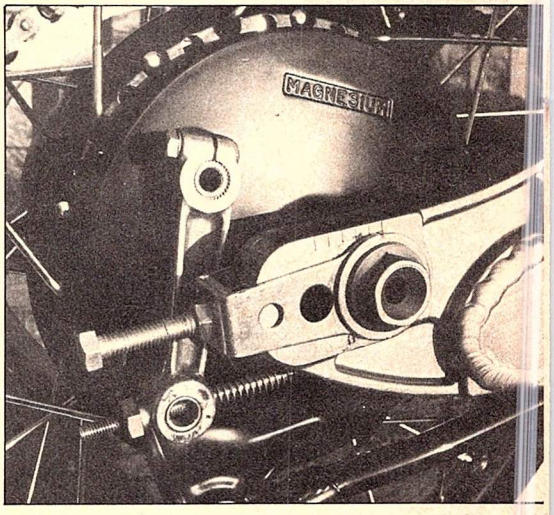
Circle number 14 on page 109

KX250 A-5



The front brake cable surreptitiously avoids the cable saver number plate and gets wedged behind it. The outcome of this devilish activity is a Flying W, Q and R. It is deadly.

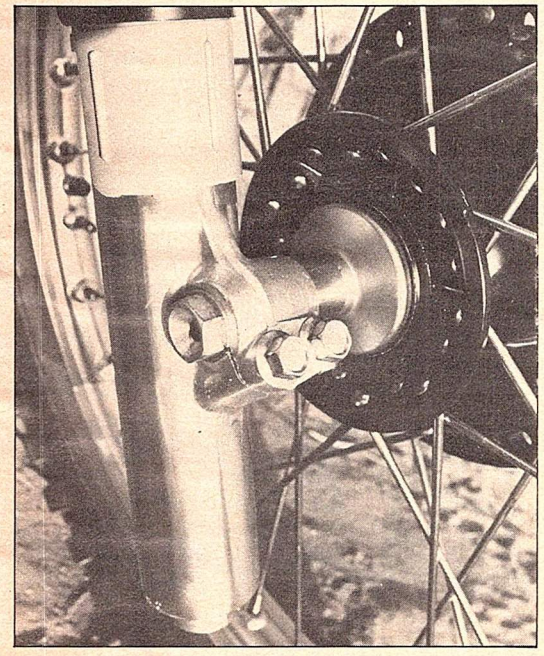


Every bolt is either dished out or drilled out for lightness. The KX weighs 214 dry, which is four pounds lighter than the Honda.

over. They are the fattest production grips around. Toss them into a fat trash bin. Swivel the throttle housing backwards so that the throttle cable exits the bars out of harm's way (aimed rearward).

The rear motor mounts, above and behind the engine, are the only areas of concern for regular KX racers. We broke a clutch lever bracket, and nothing else, during the test period. The KX doesn't use a spring-loaded chain tensioner, but makes excellent use of stationary rollers to keep the chain tight. The chain is a DID TR, which is the best DID chain available. The KX's countershaft and swingarm pivot

The footpegs are a little short for most riders, but the riding position is comfortable, and the new bars are an improvement.



Gone are the little cooling fins from last year. The forks are overdamped, but thanks to strong triple clamps they work well.

KAWASAKI KX250 A-5 SPECIFICATIONS

MAKE	Kawasaki
MODEL	KX250 A-5
COUNTRY OF MANUFACTURE	Japan
RETAIL PRICE	N/A
ENGINE:	
Type	Single, two-stroke, reed-valve
Bore and Stroke	70mm x 64.9mm
Displacement	249cc
Compression Ratio	7.6:1
Carburetion	38mm Mikuni
Ignition	CDI
Lubrication	Pre-mix
Air Filter	Oiled foam
Transmission	Five-speed
CHASSIS DIMENSIONS:	
Overall Length	85.4 inches
Overall Width	34.6 inches
Overall Height	48.4 inches
Wheelbase	57.9 inches
Ground Clearance	13.4 inches
Dry Weight	214 pounds
SUSPENSION:	
Front	Air/spring Kayaba (11 inches)
Rear	Kayaba gas/reservoir (11 inches)

point are not very close together, but the chain was not a problem.

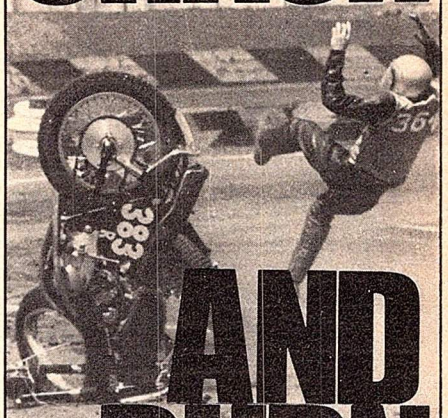
The triple clamps are sturdy and use two bolts at each pinch point. The rigid clamps aid the forks in working as well as they do. The forks worked best with five-weight oil in them.

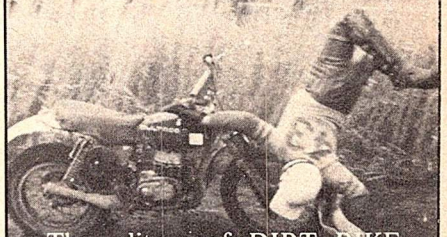
The gas tank holds 2.4 gallons of gas, which will make the rounds of a 45-minute moto. The tires are Dunlop K190s and are an excellent all-around choice for the average rider. The tank decals didn't last one moto. Next year every Japanese manufacturer will be using plastic tanks (Honda included), and to date not one has come up with tank decals that stick.

The price isn't set by Kawasaki and is left up to the individual dealer, who pays a healthy sum for the bike, but it should be in the $1800 range. Make sure that your dealer will be carrying a full complement of KX parts, as the parts availability in certain areas is totally up to the interest and motivation of the local dealer.

All in all, the KX250 A-5 is the best Kawasaki motocrosser ever, and another in a long line of super powerplants. The total pleasure unit is good, but hampered by a frame geometry that was designed by a committee. □

CRASH AND BURN





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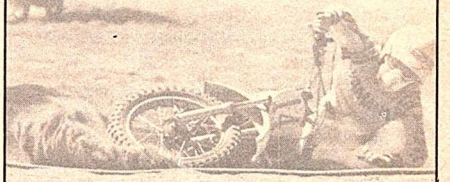

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RACE TEST

SUZUKI RM12

☐ Suzuki is the dominant one-two-fiver in America. They are the leader of the pack, and have been since the introduction of the very first RM model in 1975. Each season brings about quantum leaps in the technology of berm warfare. The 125s have traditionally been the bearers of sophisticated hardware. Last year the Suzuki RM125N shook up the opposition. It was by all scores the hands-down winner of bench and track racing.

The 1980 Suzuki RM125T is going to be a letdown for the raconteurs of radical change. The RMT is more of a mid-season update than a new model. N-model owners who have waited with baited breath for the new Suzuki tiddler can sit back and relax. The T-model has not turned your 1979 unit into an antique, yet.

The changes in the T-model are all small, and the resultant performance index may read as a step backwards. Reliability and elimination of nagging gremlins rated higher on the RM125T spec sheet than galloping ponies and high horses.

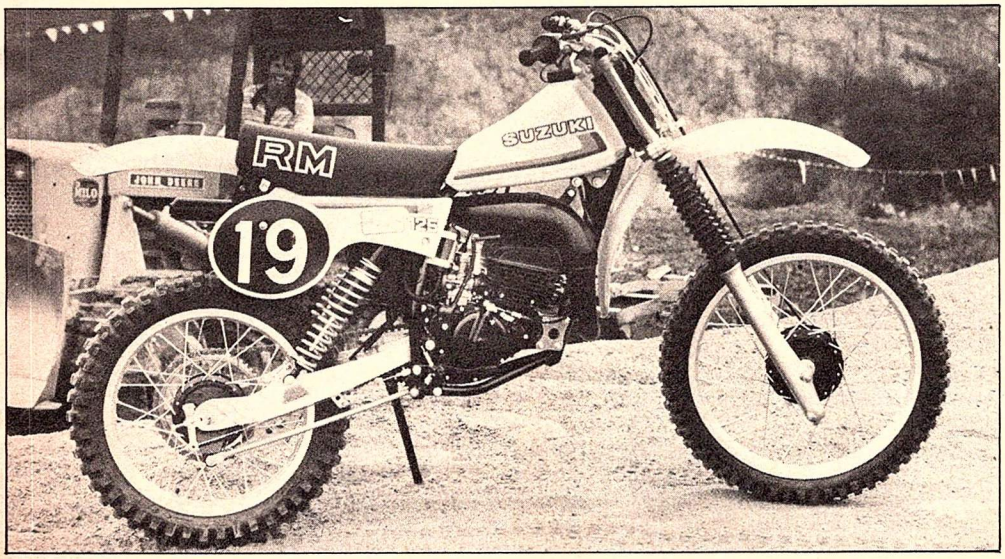
If you were expecting an all-new, all-powerful motor you'll have to wait. The crankshaft halves have been made marginally wider and heavier, the pipe is changed slightly and the timing has been bumped down a notch (four degrees at 10,000 rpm). That's all she wrote! The mods to the motor make a more tractable and longer pulling powerband.

The old saying about the buck stopping here can also be applied to the RM125T's suspension: the growth stops here! The forks and shocks offer the same travel, from the same location, with the same units. The bright spot in the suspension picture is that the rear shocks have four damping settings, instead of two, and they are rebuildable, and rechargeable. A Schrader valve was added to the top of the reservoir that allows the stock 210 pounds of pressure to be adjusted, and the oil changed. The only other suspension modification was a change in the lower triple clamp. The bottom clamp was made a half-inch thicker to increase rigidity and strength.

The rest of the machine was gone over with a fine-tooth comb by the Suzuki engineers to try to eliminate problems. They did a good job. Remember the problems with the spring-loaded chain tensioner? It has been replaced with stationary rollers above and below the chain. Remember the chain roller on top of the swingarm that used to disintegrate before your eyes? It has been replaced with a solid plastic skid block. Remember the chintzy 428 chain and sprockets? They

25T

Refined, not redefined



have been replaced with true-to-life 520 chain. Remember the aluminum axle nuts that looked like chopped liver after your brother adjusted your chain? The aluminum has been replaced by steel. Remember the bogus Bultaco Pursang replica fenders that cracked in the first mud race? The fenders have been replaced with a set of Preston Petty look-alikes. Not Preston Petty's, but better than last year thanks to new plastic and better mounting. Remember how the gearshift lever used to break off all the time on the N-model? The new shift lever is a modified version of the same lever. Additional aluminum has been built up around the top of the pinch bolt. It will probably break also, but might last twice as long. Remember how your tie-downs always got caught up on the dangling kill button wires? The new kill button has the two wires bound in

SUZUKI RM125T

RM125T SPECIFICATIONS

Make ..... Suzuki
Model RM125T
Country of Manufacture ..... Japan
Retail Price ..... N/A

ENGINE

Type ..... Single-cylinder, reed-valved, two-stroke
Bore and Stroke ..... 54mm x 54mm
Displacement 123cc
Compression Ratio 8.1:1
Carburetor ..... Mikuni 32mm
Ignition ..... CDI
Lubrication ..... Pre-mix 20:1
Air Cleaner ..... Oiled foam

SUSPENSION

Front ..... Kayaba air/spring, 38mm, 11.4 inches of travel
Rear ..... Kayaba, gas-charged, rebuildable, 11 inches
Wheelbase ..... 56.7 inches
Drive Chain 520
Ground Clearance ..... 13.2 inches
Dry Weight (claimed) ..... 194 pounds

shrink wrap to keep them out of the way. Remember how the N-model chain guide was always getting bent or crushed? The new chain guide is bigger, longer and tricker. Unfortunately it isn't any better.

The Suzuki RM125 can adapt to almost any riding style. The flashy knees-out hot-shoes find it light enough to flick around in the air, while the stay-close-to-the-ground-and-sit-down guys can carve without being beaten to death. The 38mm forks are unchanged from last year, save for the lower triple clamp and a 5mm difference in stock oil height. The low Suzuki bars are 32½ inches long (half an inch shorter than last year), and they found favor with everyone. The handgrips have been changed this year to an Oury-type pattern from last year's rows of ridges.

Suzuki didn't make many changes because they didn't have to. The Suzuki RM125T, twin brother of the N, has set the standard. The hierarchy of Hammamatsu are content to sit back and let the competition try to shoot it down.

TAKE ME FOR A RIDE

The heavier cranks and shorter, fatter pipe make the RMT pull longer in each gear. The N-model didn't get immediate acceptance when it was first released, because many riders preferred the higher r's of the C-model. The T is no C, but it isn't an N either. Every test rider preferred the N-model's snappy, short-shifting power to the RMT's longer, slower pull. The difference in response is small, but the result can be felt. The T-model feels slower to the fast guys. In fact, it is, but it is also easier to ride and more forgiving. The T should suit a wider spread of riders, and make them faster because it doesn't require as much skill or shifting savvy.

The T-model didn't want to start. The new ignition timing and the momentum of the heavier cranks should improve starting, but we bump-started our bike a lot. After you get it running cleanly, it has the same carburetor as last year, and you will notice a steady vibration. Not a Led Zeppelin kind, but about as irritating as a New Christy Minstrels drum roll. Snick it into first gear and pop a little wheelie. The wheelie will give you a clue about the shocks. They have the same springs as last year, which were too soft, but the adjustable damping gives you a chance to stiffen the action up a little.

Everything is the same as an N-model. The tank, seat and side panels are comfortable, while the levers and pedals feel in the right place. The rear brake is now activated by a slack cable in place of the rod. The cable is a good idea.

As you pull onto the track you can test the new powerband. It is marginally slower to climb up the rev range, but it is

willing to go a few r's more. Each gear can be pushed 10 or 15 feet more. That doesn't sound like much, but how many times have you pushed your bike hard into a corner only to rev its guts out a second longer than you like, or how many times have you had to shift up a gear, only to shift back down an instant later. The T-model can go the extra distance, but the N-model forces you to drive harder and shift sooner. The 1979 N-model goes faster, because it demands speed. The 1980 T-model makes fewer demands.

The handling is spot-on. There are no wiggles in the whoops like a Honda CR125R, no swaps in the rough stuff like a YZ125F, and no shortage of suspension like the KX125. The RM125T is a handler.

ALL IS NOT ROSES

The new chain guide was bogus. It is a copy of the *works* bike unit, but the standard joke was that it was a copy of the *doesn't works* bike's unit. The unusual design has two nylon pads, about an inch square, that rub on each side of the sprocket to keep the guide from bending. The nylon pads rubbed, regardless of which way we moved the guide, and the rubbing sounded like fingers across a blackboard. People on the side of the track cringed and bit their wrists as the RMT went by. The guide has two rubber rollers inside it, but the lower roller didn't last 30 minutes before it rolled to the great parts bin in the sky.

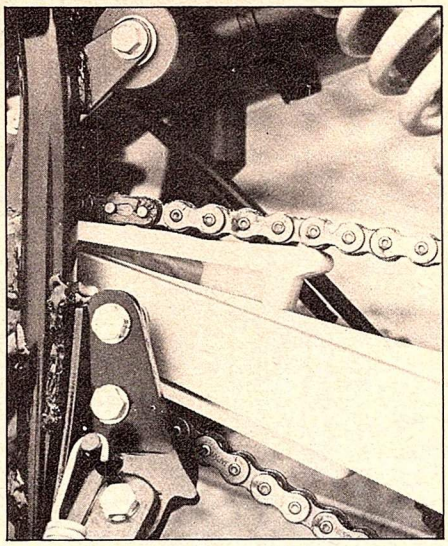
The decals did not fall off the gas tank. The new decals are less intricate and better designed. The word SUZUKI is one piece this year instead of four. The decals on the side panels looked like dog doo-doo in 15 minutes.

The throttle assembly has a gap in between its two halves that we couldn't eliminate. The tolerances aren't close enough, and dirt could get in this opening. The dirt could stick the eccentric cam WFO. We wrapped duct tape across the gap in the interest of self-preservation.

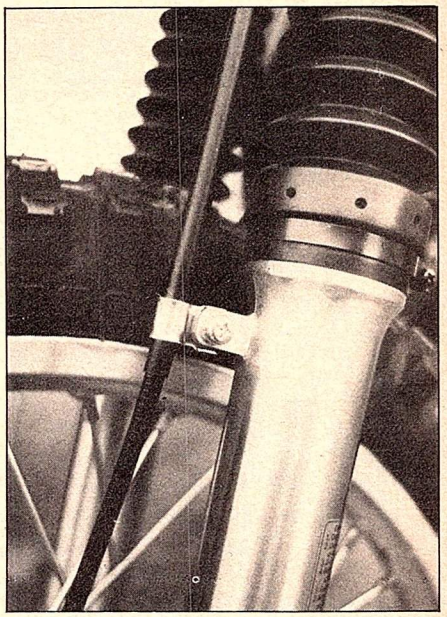
The little black rubber plug that caps the end of the front brake adjuster makes the brake stick. The rubber plug should be pulled down off the threads that it is trying to keep clean on the front backing plate. The brakes are very good, but the hole in the rubber piece is too small and binds the cable.

Take the kickstand off immediately. We didn't, and it fell off during a 45-minute moto at Saddleback Saturday. But before it fell off it popped its spring and started dangling. It could cause an accident. Mount a cross-bar pad on the handlebar cross-brace. The handlebars sit up high and don't have any give.

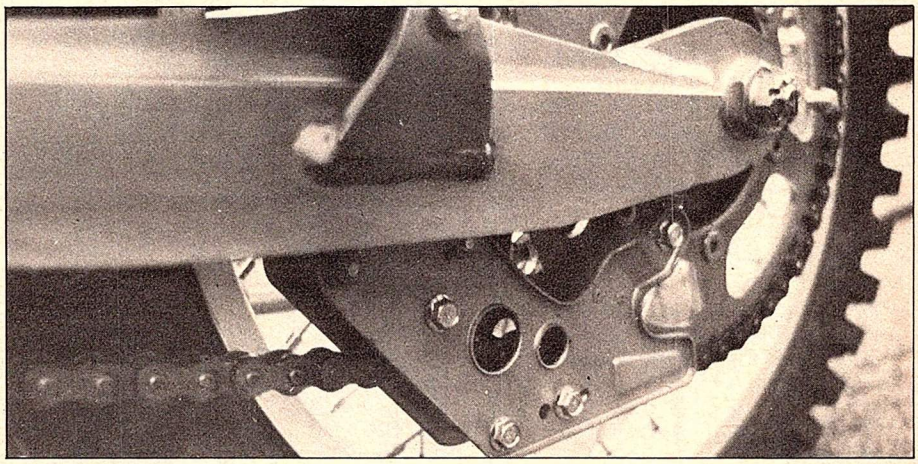
Last year's N-models had breakage problems with the upper left rear motor



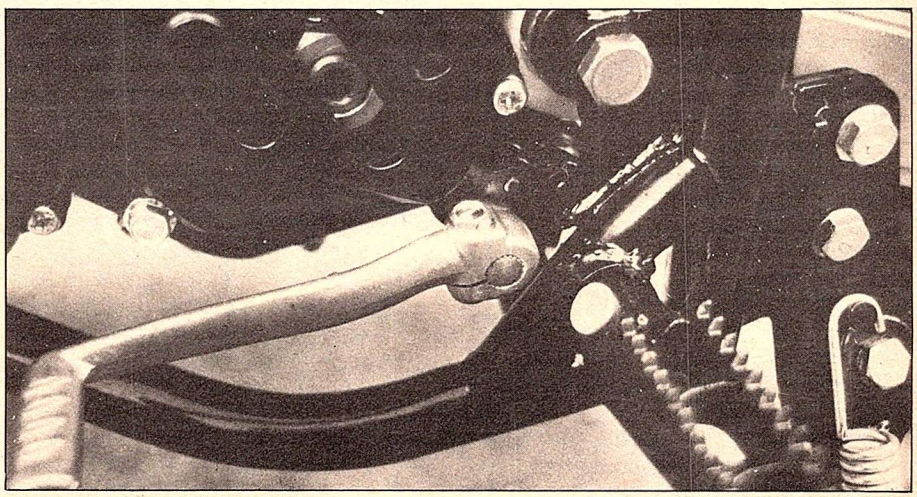
The new chain buffer on the swingarm, 520 chain and stationary rollers are hot stuff. If you have an N-model your dealer, local welder and skateboard shop can help you get the same setup.



The only modification to the front forks was the addition of a cast-in brake cable holder.

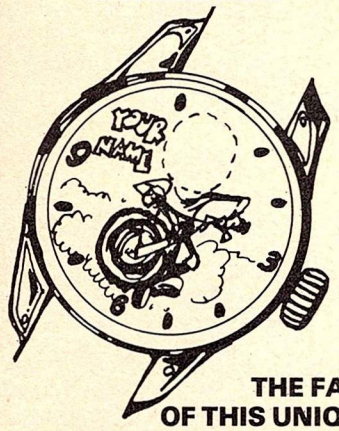


The fancy factory chain guide is a squeaker and rattler. Watch the rubber rollers inside. Ours lasted 30 minutes.



The shift lever has been reinforced, but the troublesome upper motor mounts and left footpeg remain unchanged.

PICTURE YOURSELF HERE



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SUZUKI RM125T

When the handling package is right, why mess with it? Suzuki didn't.

mount, and the frame rail by the left footpeg. Neither of these areas appears to have undergone any changes.

MAKING THE GRADE

Suzuki made the flywheels heavier, retarded the timing and shortened the center cone of the exhaust pipe. The flywheels smooth out the power delivery, and this was a trick tested by Brian Myerscough early last season. Retarding the timing increases low-end response, but also makes the bike burn low-octane gas better. The shorter center section of the pipe increases r's. The outcome is a smoother-running, broader powerband. It is easier to keep on the pipe and smoother.

The T-model is a refinement of a quality racer. The N-model isn't obsolete, it just has a brother. ☐

VALVOLINE USGP

BARNETT BURNS OHIO

Harry Everts wrapped up the 125cc World Championship a week prior to the USGP, making it five years in a row for Suzuki.

Two's company but Hannah makes it a crowd

By Dick Miller

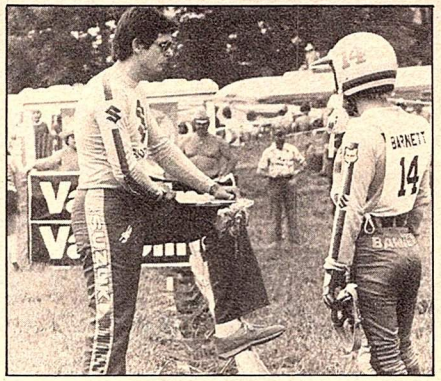
☐ Suzuki's Harry Everts had wrapped up the 125cc World Championship in Ireland just prior to Valvoline's USGP at Pete Weidner's Mid-Ohio site near Lexington. The fact that the Championship was already clinched probably had something to do with the small turnout of European riders making the long and expensive trip to the States. Three of the four who did come were World Champions, which included defending 125 World Champion Akira Watanabe on Suzuki, and former Suzuki rider Gaston Rahier, on the Yamaha this year, but winner of the first

VALVOLINE USGP

three 125cc World Championships which started back in 1975. Of course, Everts was also a 250cc World Champion back in 1975 when he was put on a Puch by the then-Belgian distributor for the marque and six-time 250cc World Champion, Joel Robert. The only other rider to make the overseas trip was Mauro Miele from Italy, riding a KTM, and he wasn't even scheduled for the event until the last minute.

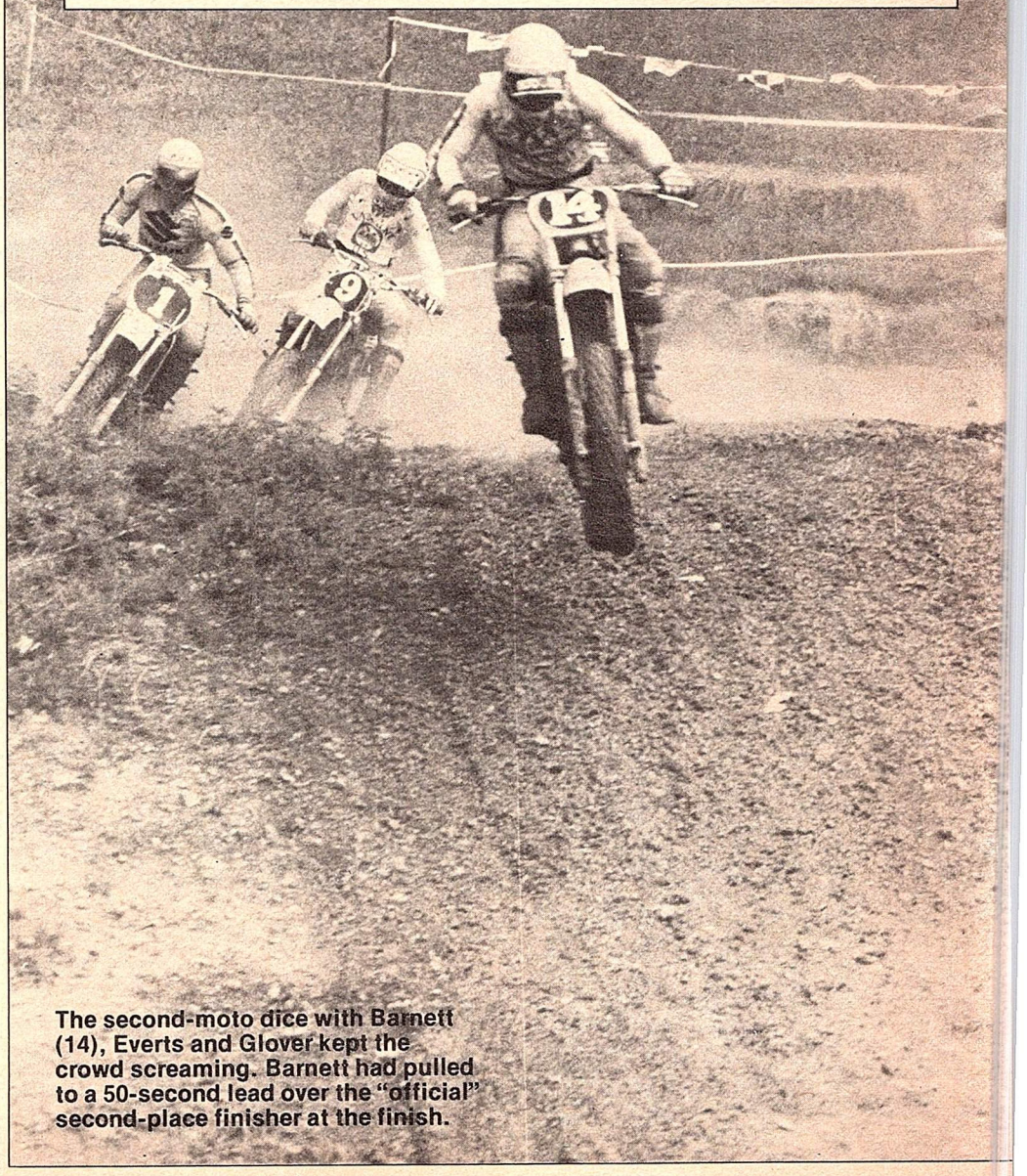
The 125 USGP has been a virtual stronghold for U.S. riders, except for Gaston Rahier's win in 1977; it could just as easily have been won by Honda's Warren Reid that year when, not realizing that the overall was decided by time, he backed off the throttle in the second moto while in the lead, and lost by a split second. Marty Smith won the first event in '75, also on Honda, while Yamaha's Broc Glover took the title last year. Interestingly enough, it is a fact that the winningest rider in U.S. motocross history, Bob Hannah, has competed in all of these events and as yet has not won one. This race would be no different, since he was considered a non-person because of his commitment to the 250cc class. In Hannah's defense, during the last two years, he has had to ride a Yamaha that was pieced together for him by a frantic Keith McCarty because it is the only 125 event Bob races during the year. This year he rode Broc Glover's old 125 which was campaigned in 1978 and was fitted with a cylinder loaned to him by Broc's mechanic, Jim Felt. If this isn't enough of a handicap, he also is required by the rules to start in the second row. You can only ride for GP points in one class.

Honda was noticeably absent from this year's GP when at the last minute team rider Warren Reid was discovered to have a broken hand from a fall the week before at the Superbowl of Motocross in Los Angeles. Jim Gibson was unexplainably missing also, and the two European Honda riders, Groneveld and Kuhn, didn't show. This fact relegated team mechanics John Rosenstiel and Brian Lunnis to spectator status, which made for a non-pressure weekend. Kawasaki's Jeff Ward and Chappy Blose were on hand, as were most of the other non-factory teams such as LOP, Moto-X Fox and others. The team that came loaded for bear, though, was Suzuki, ably led by Team Manager Mark Blackwell. Everts, the new World Champ, was mechanized by former World 250cc contender and 1971 Trans-AMA champion Sylvain Geboers. Both he and Watanabe were riding the new water-cooled works Suzukis which they have campaigned all season but were a first for the U.S. Brian Myerscough and Mark Barnett rounded out the team on the lightweight, air-cooled works models which they race in the Nationals. Barnett was fresh off his

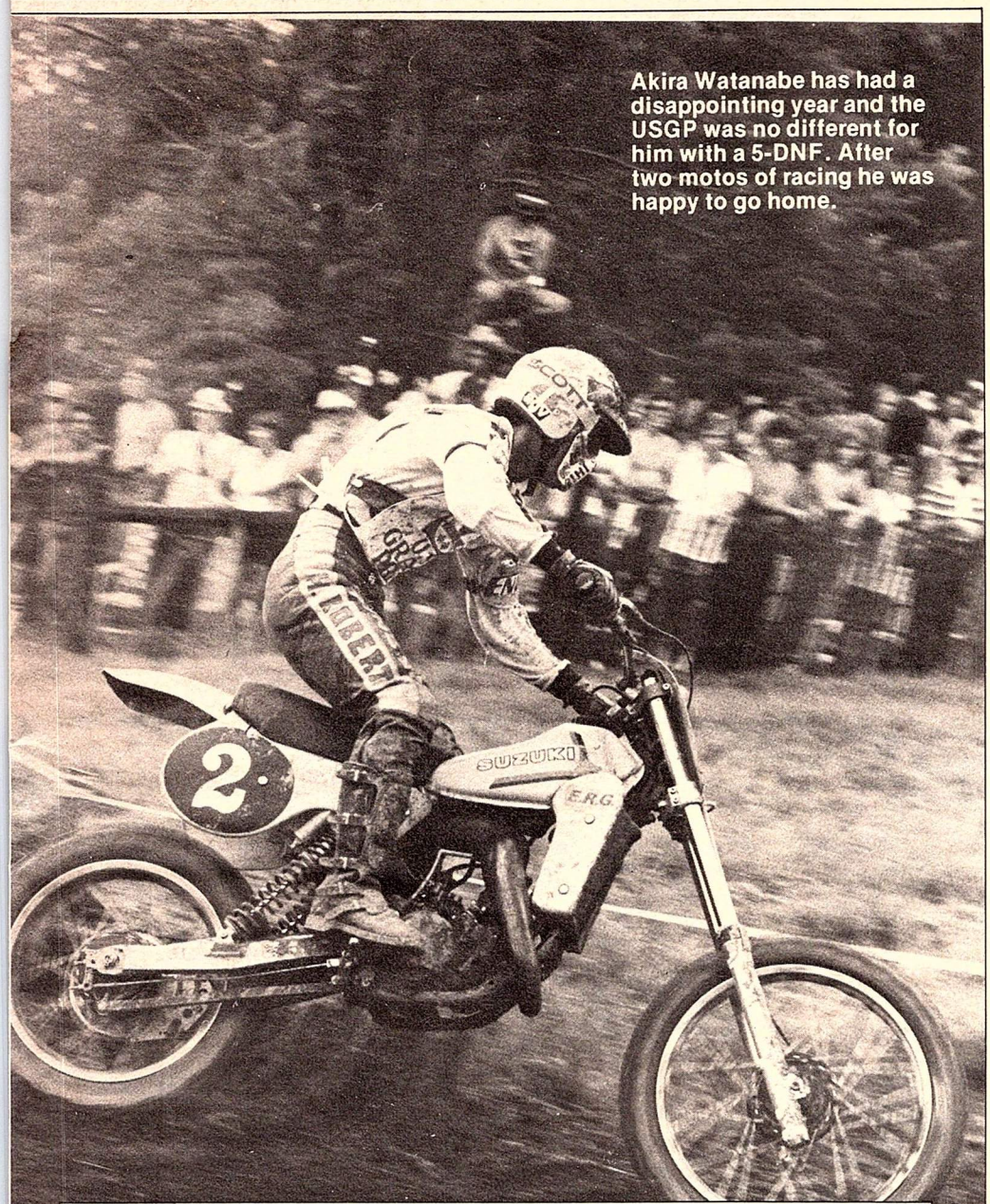


Suzuki's two Marks, Blackwell and Barnett, pick first spot on the line because of the latter's fast qualifying time. Barnett is on a hot streak now after winning the Support class at the Carlsbad USGP and then riding and winning his first Supercross event in the L.A. Coliseum.

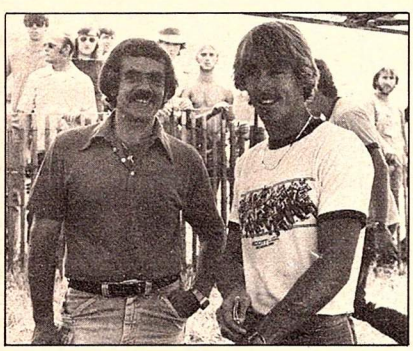
Former Trans-AMA winner (1971) and runner-up in the 250 World Championships, Sylvain Geboers, returns to the U.S. after a three-year absence, as Harry Everts' mechanic. He left in a huff during the middle of the 1976 Trans-AMA after being disqualified by AMA officials for using titanium axles after he had won the race.



The second-moto dice with Barnett (14), Everts and Glover kept the crowd screaming. Barnett had pulled to a 50-second lead over the "official" second-place finisher at the finish.



Akira Watanabe has had a disappointing year and the USGP was no different for him with a 5-DNF. After two motos of racing he was happy to go home.



Bob Hannah promised AMA Professional Racing Czar Mike (I don't care what you say about me as long as you spell my name right) DiPrete that he wouldn't knock anyone down in this year's event.

Gaston Rahier (Camel hat) told his now-Yamaha teammate, Broc Glover, that if he came to Europe for one season he could win the World Championship.

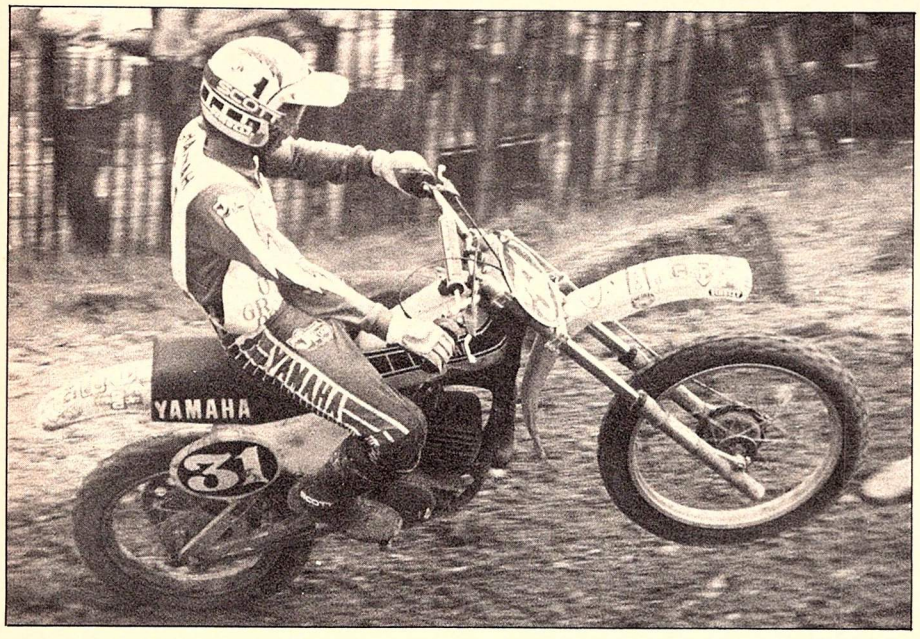
first major win, a victory at the Superbowl of MX. They were a formidable entry, to say the least. Yamaha was the only team without a manager, and it might have been a factor in the final outcome of this year's race.

Even our American riders aren't at home racing in the high humidity common to Ohio at this time of year, but it was definitely better than last year's stifling heat, in which Watanabe collapsed and Rahier felt like it. This year the skies were overcast, giving protection from the sun, but it was still hot. As the approximately 15,000 spectators lined the grassy, undulating Mid-Ohio course, Broc Glover grabbed the lead at the start of the first moto and was able to hold it for the full 45 minutes—but not without a serious challenge from Harry Everts. These two were virtually by themselves as they ran away from the pack for most of the moto, until four laps from the finish Everts suddenly pulled over with a seized engine. He said later, "It just stopped. Maybe it was electricals that caused the problem. It was a very physical race."

It was midway in the race that Bob Hannah and Mark Barnett broke from the pack and pushed each other to second and third, respectively. Hannah had a poor start due to his second-row position, and Barnett stuffed his wheel into the wrong side of the fence post at the second turn after the start and had to come back from dead last. It was a remarkable ride, nonetheless, because he was without full power for most of the race. When he would hold the throttle open coming out of a turn you could hear the engine die until he backed off and was able to get gas to the presumably lean carburetor setting. Gaston Rahier pushed his water-cooled Yamaha to a distant fourth (officially third by not counting Hannah), followed closely by Moto-X Fox's Donnie Cantaloupi on a Yamaha. Last year's Champion, Watanabe, finished a lackluster fifth, barely holding off a charging Brian Myerscough.

Most of the riders spent the precious time between motos trying to recoup some energy for the final 45 minutes of racing. Gaston Rahier complained of the heat and said he thought it was as hot as last year. Gaston had missed the first three GPs of the season because of a leg injury, and this was too much of a handicap for him to overcome in his try for a fourth World Championship. In the Suzuki pits, Everts' bike was being fitted with a new engine, and most of the other machines were fitted with larger main jets. Both Barnett and Myerscough had raced most of the first moto without goggles by inadvertently pulling off all their tear-offs when trying to remove just one. Akira Watanabe had lost his front fender and was riding a brand-new machine. In the Kawasaki pits there

VALVOLINE USGP

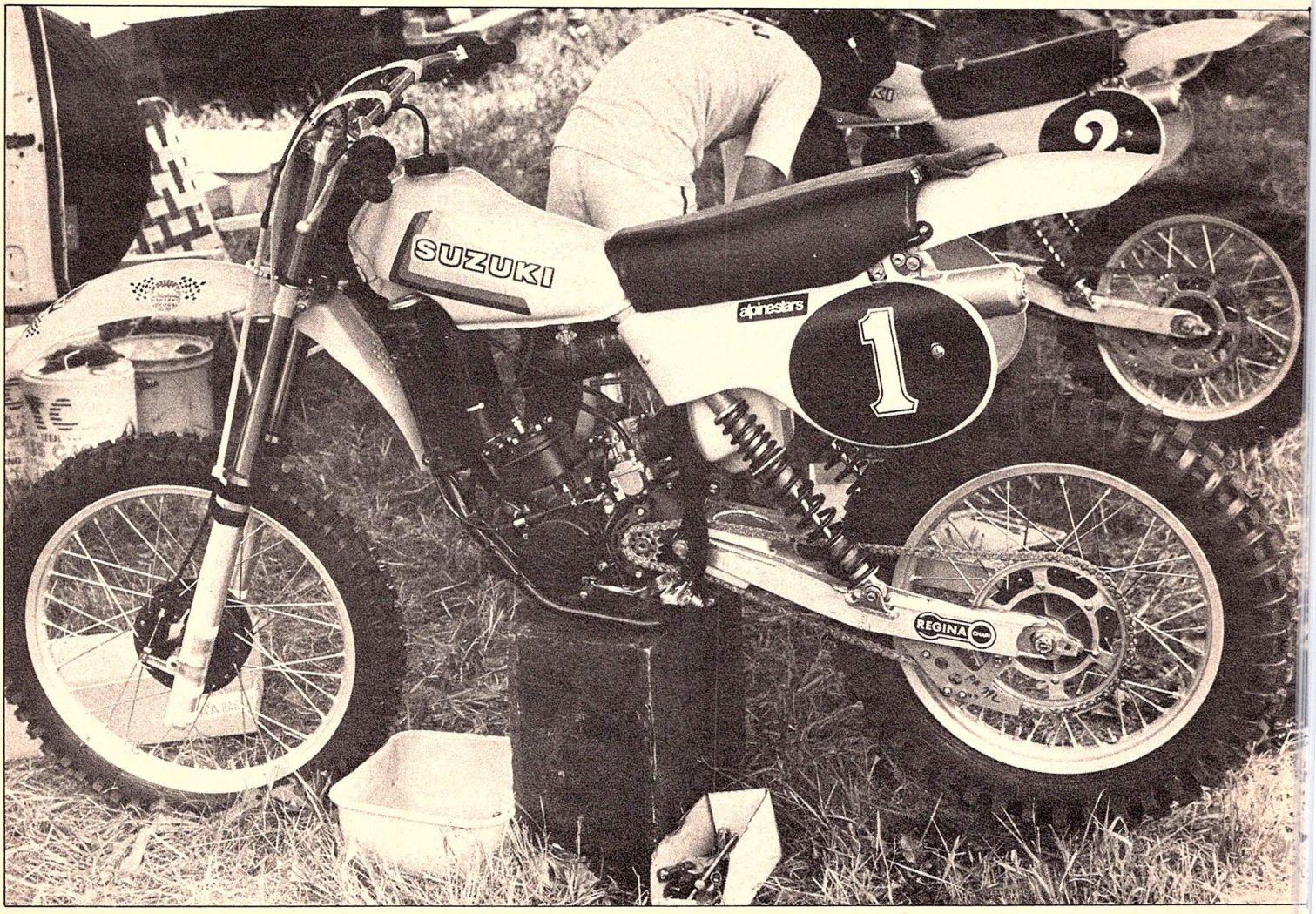


Bob Hannah was the "unofficial" winner of the USGP with two crowd-stirring come-from-behind rides, making it a three-way tie for the win. Officially he wasn't there.

were also bike problems, and neither Chappy Blose nor Jeff Ward finished the first moto.

Bob Hannah actually took the holeshot at the second-moto start from his second-row position and it was first thought that the red flag being waved for a restart was because of him, but as it turned out, someone else had jumped the gate. There was over a 20-minute delay before the second moto got under way again because the ambulances were tied up taking spectators to the hospital. They were never needed for any of the riders.

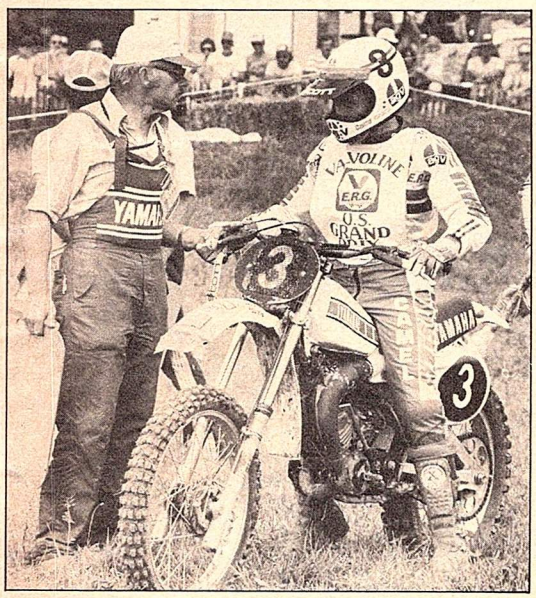
Hannah wasn't so lucky the second time around, and held a mid-pack position after the start with Harry Everts grabbing the lead, followed closely by Glover and Barnett. Both Barnett and Glover moved by Everts, and by 17 minutes into the moto Hannah had displaced him also, making it Americans in the first three positions, only now Barnett had the lead. It was a reverse of the finishing order of the first moto, and if the riders held position it would be a tie with overall time determining the winner. Suzuki's Team Manager Blackwell had



This is the only time you'll see the water-cooled Suzukis in the U.S., because it is not planned to race them here other than in the USGP. They were three pounds lighter than the air-cooled works models.

coached his riders for just such an occurrence, and Barnett was kept on the gas by his mechanic Chris Haines even though he was pulling out a tremendous lead. Barnett knew that he had to make up the time difference that Glover had beaten him by in the first moto in order to win the overall. When Hannah saw Barnett pulling away he moved on his Yamaha teammate and passed him for second and then waved him on, knowing that Glover would lose if he didn't pick up the pace. But it was to no avail. Glover dropped back as Barnett steadily pulled away from the slowing Yamaha National Champion and held a 50-second cushion on the official second-place finisher at the end of the 45 minutes of racing. Had Hannah been scored officially, it would have been a three-way tie, and he would probably have won his first GP. While a jubilant Barnett climbed on the victory stand, Glover pulled in to the finish, leaned his bike up against a pole and walked dejectedly back to the pits without saying a word. He said later that he just had trouble getting going.

Time has been the deciding factor in three out of four of the GP races at Mid-Ohio, and Suzuki's Blackwell wasn't taking any chances as he stood at the finish line with his stopwatch plainly visible to the AMA officials, subtly letting them know that he was ready for any controversial scoring problems, should they occur. It isn't certain if Glover was aware of the time situation or not, because his Team Manager didn't make the trip. Harry Everts had pulled in for a fourth, followed



Rahier's water-cooled Yamaha was using a new diaphragm monoshock and longer swingarm which will possibly be seen on next year's production models. His mechanic for the Grand Prix circuit is Emil Stephanie.

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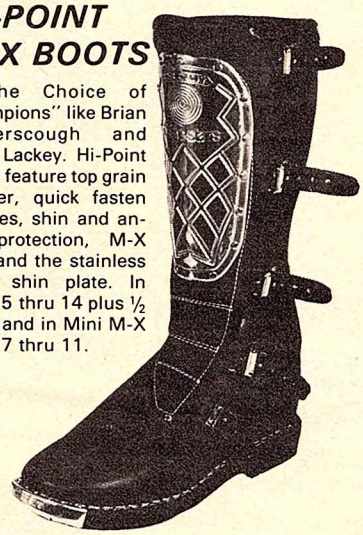

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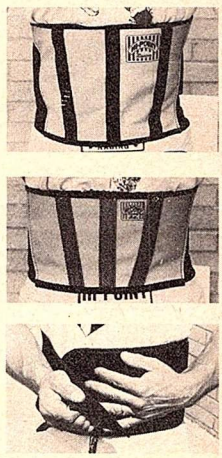

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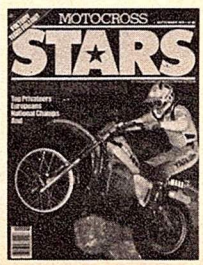

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closely by Myerscough and Rahier for fifth and sixth. Donnie Cantaloupi claimed the first non-factory finish in the overall standings, finishing fifth for two motos of racing.

On Saturday during sign-in and tech inspection Mike DiPrete told Bob Hannah that he had heard that Bob had reportedly said he would run over some of the riders if they got in his way, and asked if it was true. Apparently there was some concern by some people over last year's crash involving Watanabe and Hannah which put Watanabe out for the moto. Bob ran into Warren Reid, who fell also. When Bob realized that Mike was serious, he emphatically denied saying anything like that. Watanabe was very upset last year and felt he was hit intentionally, although Reid said that he knew his fall was just one of those things in racing. The collision last year with Watanabe was a high-speed pass over a jump, with both riders colliding in mid-air and both getting hurt, although Hannah got up and continued. If you want to knock someone down intentionally you don't do it in mid-air. Whether it had any bearing on Hannah's riding or not, he managed to thrill his followers with two motos of spectacular come-from-behind rides, and every pass was non-controversial.

The top American riders were very impressed with Everts. This was his first ride in the U.S. since the 1974 Trans-AMA in which he finished fifth. In this year's 250cc Belgian GP, Harry started in the second row for the same reason Hannah had to in this race, and convincingly won both motos by substantial margins in front of his own countrymen. When I asked Harry if he would ride 125s again next year or move back up to the 250 or 500 class, he

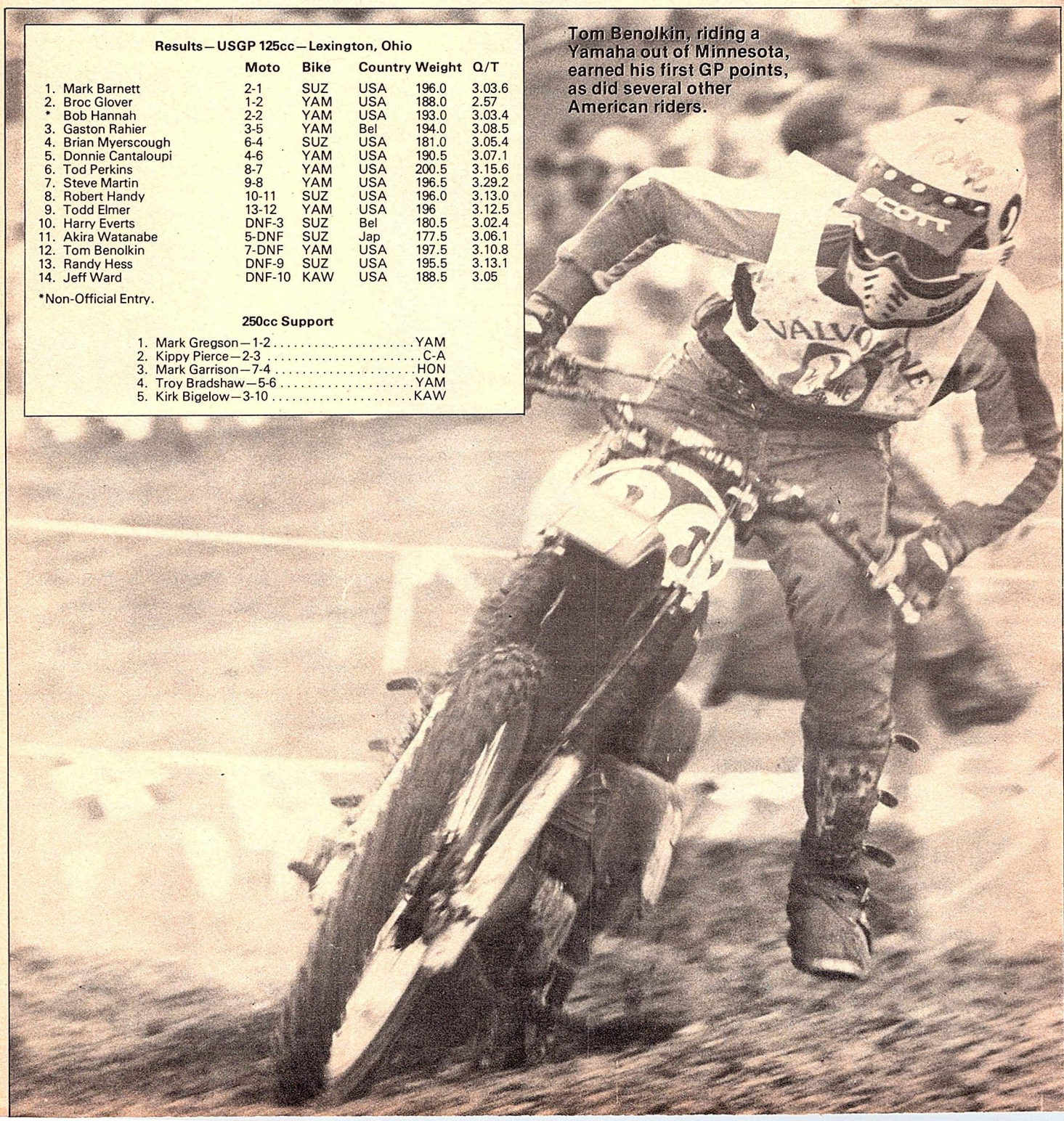
Results—USGP 125cc—Lexington, Ohio

		Moto	Bike	Country	Weight	Q/T
1.	Mark Barnett	2-1	SUZ	USA	196.0	3.03.6
2.	Broc Glover	1-2	YAM	USA	188.0	2.57
*	Bob Hannah	2-2	YAM	USA	193.0	3.03.4
3.	Gaston Rahier	3-5	YAM	Bel	194.0	3.08.5
4.	Brian Myerscough	6-4	SUZ	USA	181.0	3.05.4
5.	Donnie Cantaloupi	4-6	YAM	USA	190.5	3.07.1
6.	Tod Perkins	8-7	YAM	USA	200.5	3.15.6
7.	Steve Martin	9-8	YAM	USA	196.5	3.29.2
8.	Robert Handy	10-11	SUZ	USA	196.0	3.13.0
9.	Todd Elmer	13-12	YAM	USA	196	3.12.5
10.	Harry Everts	DNF-3	SUZ	Bel	180.5	3.02.4
11.	Akira Watanabe	5-DNF	SUZ	Jap	177.5	3.06.1
12.	Tom Benolkin	7-DNF	YAM	USA	197.5	3.10.8
13.	Randy Hess	DNF-9	SUZ	USA	195.5	3.13.1
14.	Jeff Ward	DNF-10	KAW	USA	188.5	3.05

*Non-Official Entry.

250cc Support

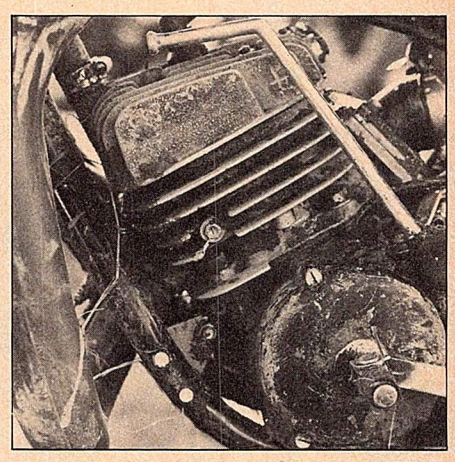
1. Mark Gregson—1-2 ..... YAM
2. Kippy Pierce—2-3 ..... C-A
3. Mark Garrison—7-4 ..... HON
4. Troy Bradshaw—5-6 ..... YAM
5. Kirk Bigelow—3-10 ..... KAW



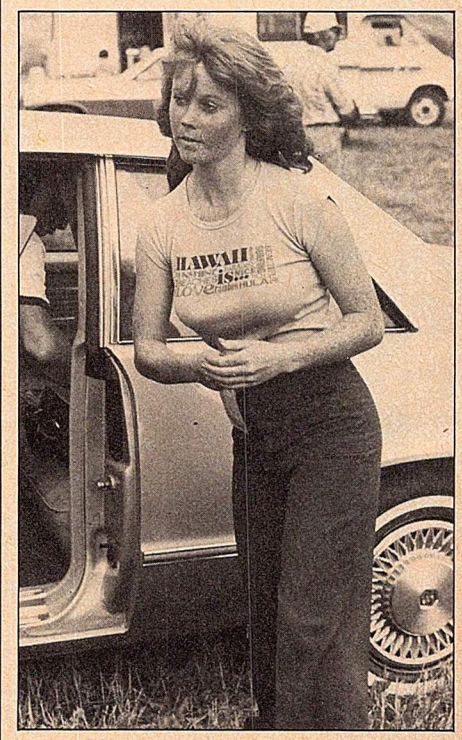
Tom Benolkin, riding a Yamaha out of Minnesota, earned his first GP points, as did several other American riders.

started to reply when his mechanic, Sylvain Geboers, told him, "Tell him to mind his own business." Harry smiled and said that Suzuki would probably want him to race the 125s again, but maybe . . . !

In the 250 Support class it was a knockdown, drag-out battle between Mickey Kessler and Mark Gregson, both on Yamahas, that kept the fans on their feet. Mickey's DNF in the first moto put him out of the overall, and it was Can-Am's Kippy Pierce, the only other rider to battle for the lead, who took second overall behind Gregson's LOP Yamaha. □



There was speculation that Gaston's Yamaha had the rumored electronically controlled exhaust valve, but he said that although there was such a machine, it was only being ridden in Japan. The bolt in the cylinder is a water jacket plug.



Hannah chaperoned his "little" sister at the Ohio event.

MARTY SMITH — Team Honda

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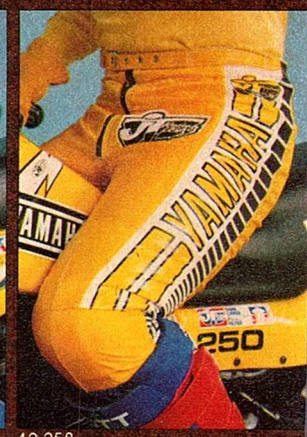

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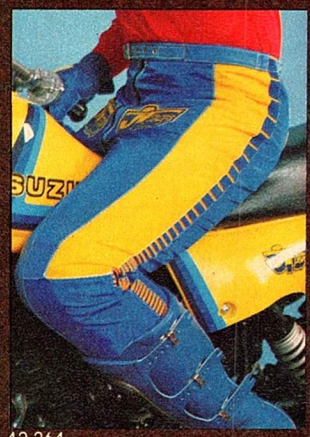

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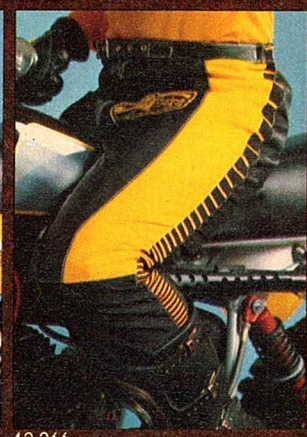

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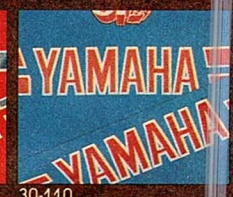

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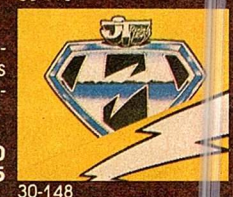

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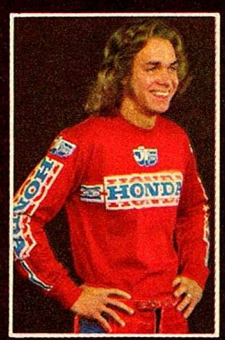

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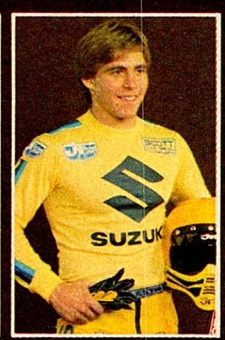

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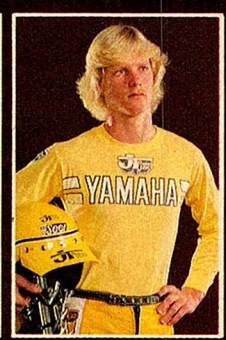

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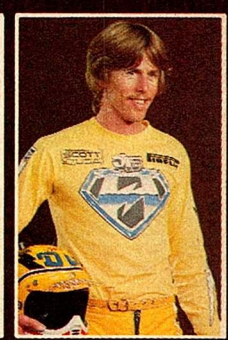

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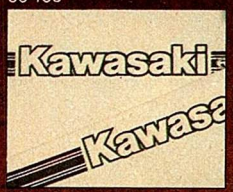

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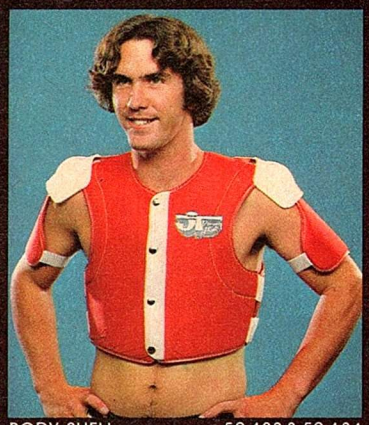
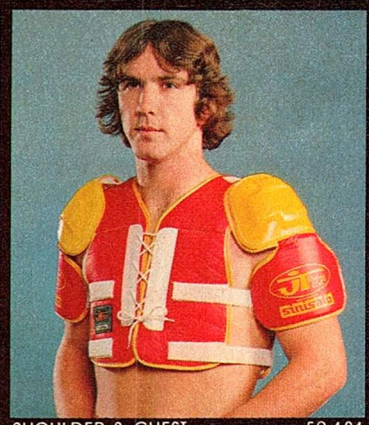
TEAM SCREEN 50-190

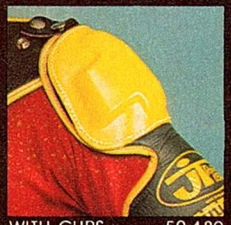


BODY SHELL . . . . . 50-183 & 50-184



SHOULDER & CHEST 50-181

VENTILATOR 50-191



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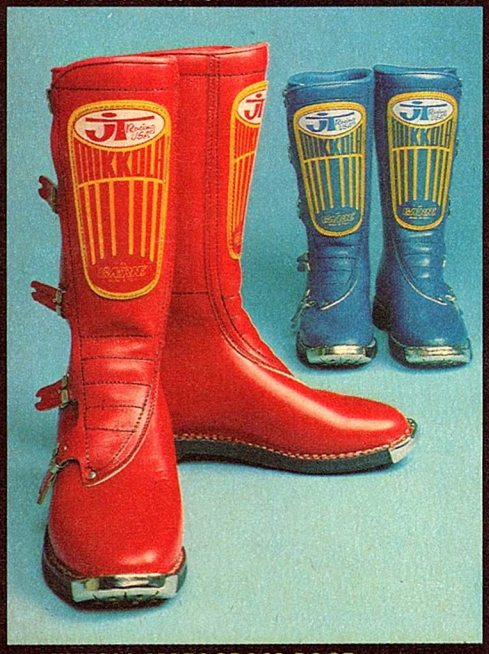

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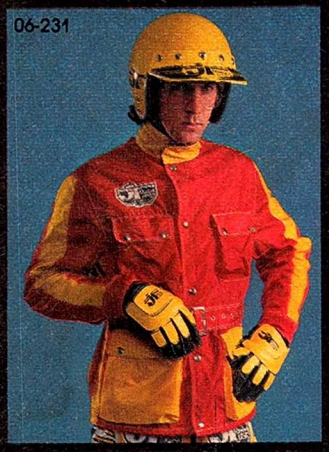

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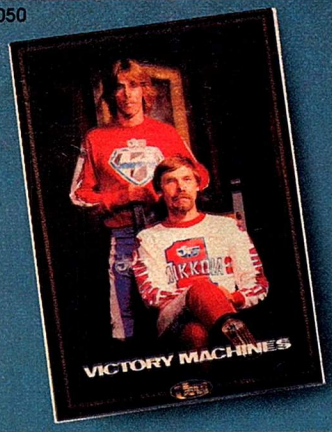

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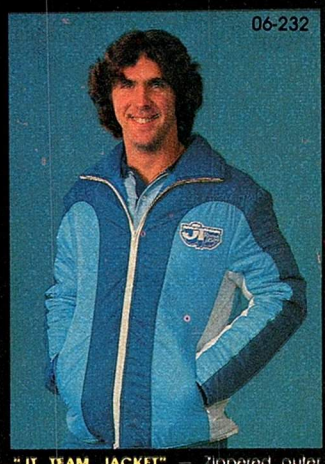

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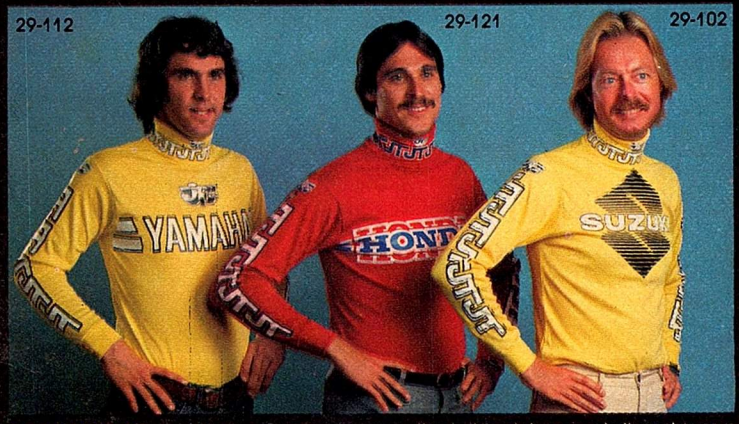

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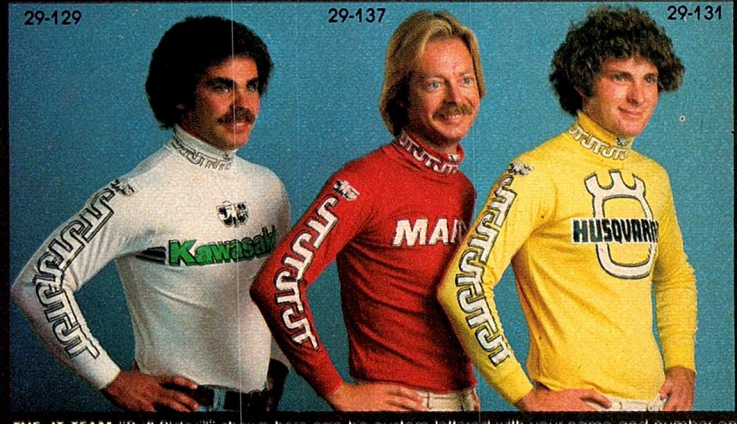

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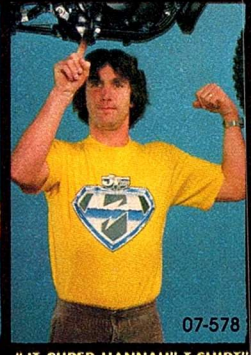

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BEL-RAY 250 USGP

HOT TIME IN THE COUNTRY

Mild mannered Kent takes off his glasses

By Dick Miller

☐ It was a different Hakan Carlqvist at this year's Bel-Ray USGP in upstate New York. Last year's event had found Hakan palling around with his fellow Swede, Torleif Hansen, who was giving Guenady Moiseev a serious challenge for the World Championship during his last year of GP racing. Hakan was quiet and in a generally good humor that weekend as they raced at Ward Robinson's farm located in Edmeston, known by the motocross world as Unadilla. In contrast, Torleif was his usual caustic self and was living up to his reputation earned long ago as "the Muhammad Ali of MX." With a little luck, he and his Kawasaki could have retired from his long and successful career with a World title, but it was not to be. He ended the season 30 points back, and yet led virtually 75 percent of the GP races. Hakan was an inconspicuous seventh in the final 1978 standings, on his Husqvarna.

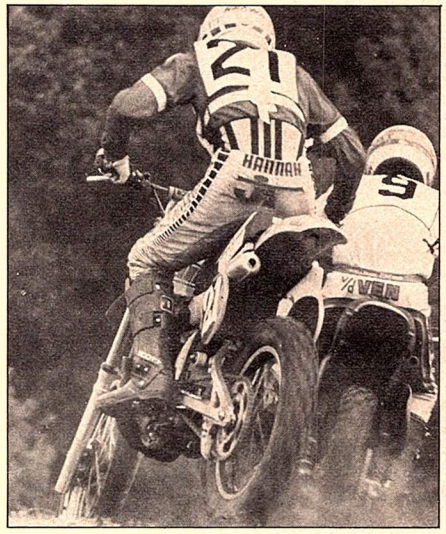
This year Hakan was not so quiet and was not in such good humor, but he *was* in the lead for the World Championship and needed only six points more than his closest rival, Maico rider Neil Hudson from Great Britain. Hakan was quoted as saying that, "The American riders are good, but talk better than they ride." Track announcer Larry Huffman, never one to pass up a good quote, reminded the 20,000-plus spectators of Carlqvist's brash statement and allowed that Hakan also said that he let his riding speak for him! Carlqvist also made it known that he was unhappy with the track at Saturday's practice and felt it was too smooth. At the prac-

BEL-RAY 250 USGP

Kent Howerton won the USGP by a scant 2.47 seconds overall time difference after an hour and a half battle with Bob Hannah.

tice starting drill set up by the AMA prior to the actual race for the purpose of demonstrating its starting procedures for the foreign riders, Hakan was heard saying to no one in particular, "All right, let's get on with it. All us Europeans aren't stupid!" Admittedly, AMA referee Rick Titone did speak to them like they were three-year-olds, but there *was* a language problem.

The crowd for Saturday's practice rivaled the attendance usually seen at most Sunday events, and the camping area across the road that night looked like a small city. The sounds of the revelry lasted into the wee hours of the morning.



Bob Hannah's come-from-behind charges in each moto thrilled the 20,000 enthusiastic spectators that lined the grassy, undulating Unadilla Valley track in Edmeston, New York.

Six-time World Champion Joel Robert took a lap for the crowd on the new SWM which he imports into Belgium.

New York was in the midst of a semi-drought and there was worry about dust being a problem, even though the track had been watered for weeks. Hakan Carlqvist was looking fast in practice, but he did last year too, only to DNF one moto and struggle to an eighth in the other. Only the timed practice the next morning revealed he was for real, when he held fast clocking by four-tenths of a second over last year's top qualifier, Marty Tripes, on the Honda. The next fastest rider was Suzuki's Kent Howerton, a full second back. The defending World Champion, Moiseev, was a close fourth on the KTM, and looked more comfortable this year during his second visit to the U.S.

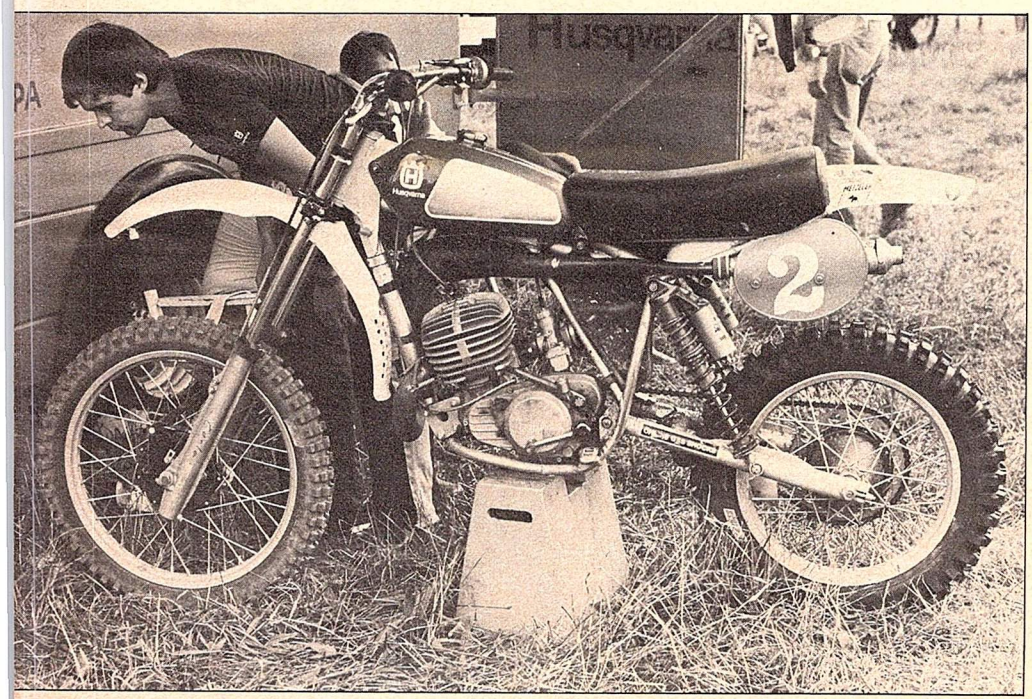
There were 15 European riders here for the event, including all the top contenders competing on the 250 Grand Prix circuit. This should come close to setting some kind of rider attendance record and is a tribute to Ward Robinson's promotion for this event. Why this event isn't televised is a mystery to me, since television's top executives are headquartered in N.Y.C. a couple of hundred miles away from the best motocross track in the United States. If you want to believe Kalman Cseh, the representative for KTM in Austria, it is one of the top courses in the world!

A new bike was introduced to the Americans (SWM) by six-time World Champion, and Belgian distributor for the brand, Joel Robert. His rider, Jean-Claude Laquaye, also from Belgium, is a rising new star in motocross, as is another Belgian youngster, Georges Jobe, riding for Roger DeCoster on a Suzuki. Neil Hudson, currently second in the World standings, is young also, but already has a good deal of Grand Prix experience under his belt. Last year the popular British lad finished a creditable fifth on his factory Maico and is the only rider with a mathematical chance to beat Carlqvist. Another new name in this year's 250 class and currently in fifth place in the world is Rolf Dieffenbach from Germany, riding a Kawasaki. Unfortunately for him, he crashed heavily in practice, breaking his fork stop and puncturing his special gas tank. His pit crew feverishly worked on the bike and had it ready minutes before the start of the first 250 International moto. Of the top ten contenders in the world only Jaroslav Falta, eighth in the standings, didn't show.

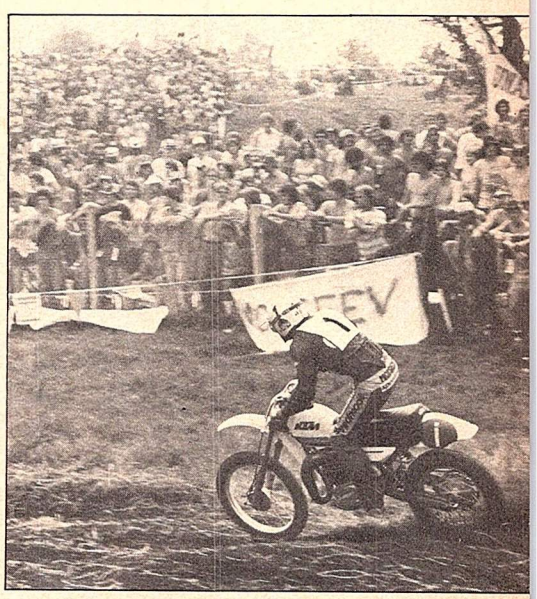
Only 30 riders were allowed on the starting grid (FIM rule) when the racing got under way, and it was the Russian, Vladimir Kavinov, on the KTM, first into the turn. Before the lap was completed Carlqvist had moved up from second and had taken over the lead, while Marty Tripes' bright red Honda started to pressure Kavinov. An unexpected front-runner was the privateer Husky rider, Mike Guerra out of Bolton, Connecticut, and he was holding tenaciously on to fourth while Moto-X Fox's Jim Turner, who contested some of the early GPs in Europe until injuries and mechanical problems brought him home, was in fifth. While everyone sorted themselves out, the attention was on the front-runners—Carlqvist, Kavinov and Tripes—as they completed two laps of what would eventually be 18 in the 45-minute moto. A few turns later the Husky rider started to slow, and then eased his bike down the infamous Screw-U gully while first Kavinov and then Tripes went by. Carlqvist was looking down at the rear of his bike, and his shock had come adrift as he pulled into the mechanics' signal area. The upper retaining bolt on his rear shock lost the nut and shortly thereafter the bolt. Ironically, the lower bolt was safety-wired and the top wasn't. A sizzling Swede took the long walk to the pits. Neil Hudson, the man he had to beat by the six necessary points to lock up the World Championship, was running in ninth but didn't look to be a threat to do better.

It was a hot and sultry day and many of the Europeans were ill-prepared for this kind of heat. Three riders were making serious charges through the pack, with the most noticeable being Bob Hannah, who had started in 16th position, Kent Howerton in ninth and Guenady Moiseev in sixth. On the sixth lap Tripes blew by Kavinov and started to move steadily away from the rest of the field. At one point he held over 30 seconds on the closest competitor. At the half-way mark of the 45-minute race the privateer, Guerra, started to fade from third, losing places to Moiseev and Howerton in one lap and then Van Der Ven, the Dutchman on the Maico, and Hannah in the next lap. Kavinov derailed his chain and dropped five positions. Now all eyes were on Howerton and Hannah after a brief struggle with Moiseev by both of them. It was now Americans one, two, three! The crowd was roaring their approval.

With only four laps to go, Hannah



Hakan Carlqvist's Husky had its Ohlins shock come adrift on the second lap of the first moto while he was in the lead. The nut unscrewed off the upper shock bolt.



The Russian, Guenady Moiseev, had some fans who displayed banners around the track. He also had some antagonists, some of whom were reportedly throwing rocks at him as he rode by on the back part of the course.

BEL-RAY 250 USGP

initiated one of his patented charges and started to reel in Howerton. Kent's tuner, Greg Arnette, signaled him that Hannah was coming, and the race was on. As Hannah narrowed the gap, with the crowd yelling its approval, the duel was narrowing Tripes' seemingly insurmountable lead. On the last lap Hannah closed to within feet of Howerton, and Tripes was now less than ten seconds in front of them. While the crowd rushed to see who crested the steep, cobby uphill (it was reinstalled in this year's event after some controversy last year about its difficulty), Tripes crossed the finish line with his lead cut to seven seconds over the following two frantic riders who were now within a couple of bike lengths of each other as they crested the hill. On the final turn and sprint to the flag Kent held position and Bob backed it off, coasting across the line three seconds later.

Suzuki's Team Manager, Mark Blackwell, said later between motos, "Bob made a big mistake by coasting across the line, giving Kent that three-second cushion. It may cost him the next moto if there is a tie and time is used to determine the winner." At the time, Mark didn't realize how prophetic he was. Mark knew the FIM rules and had come prepared. He was at the finish line with his stopwatch and recorded all the time differences between the top finishers. There was no Team Manager taking care of Yamaha's interests for the second week (and GP) in a row, and it might have cost them a GP Championship. Keith McCarty, Hannah's mechanic, approached Blackwell between motos and asked if he knew the time differences. Mark reluctantly told him no. Mark's job was to look after his team's interest, and tactics are a large part of GP racing.

Shortly before the start of the second moto I heard Kent tell Mark that if he could get a good start he knew he could win. Meanwhile, most of the European riders were trying to get their strength back. Many were already exhausted from the heat and humidity. Tripes was more concerned about how Hannah and Howerton had whittled his lead down at the end of the moto, and said that although he likes the heat, he didn't like the way his bike was behaving on the increasingly rougher track conditions.

Hakan Carlqvist was fresh after riding only the first three laps. He sat in his pits stonily staring into space during the wait for the start of the second moto, and it seemed that most of the Husky personnel were keeping a discrete distance. Moiseev was the first European finisher in the first moto, crossing the line in fourth, followed by his KTM teammate Kavinov. Guerra had held off LOP's Yamaha-mounted Mark Gregson for a well-earned sixth. On a European-type course, six out of the first ten positions were filled by American riders, yet the 30-man field was evenly divided.

It was a determined Kent Howerton who charged off the line in the second moto with the diminutive Russian, Kavinov, right behind him with another good start. Carlqvist's Husky was in third, while Guerra was again surprising everyone with a solid fourth, duplicating his first-moto effort. Hannah wasted no time this moto, and quickly moved up to second within five laps following an eighth place start. The first-moto winner, Tripes, had started in sixth and didn't improve his position. Six laps later he was in the pits being treated by the ambulance crew for a severe case of cramps in his side. As Hannah said later, "If Marty had downed a couple of burgers and a malt between motos, none of us would have been able to stay with him." Marty later explained his pain as similar to the side ache you sometimes get when you run.

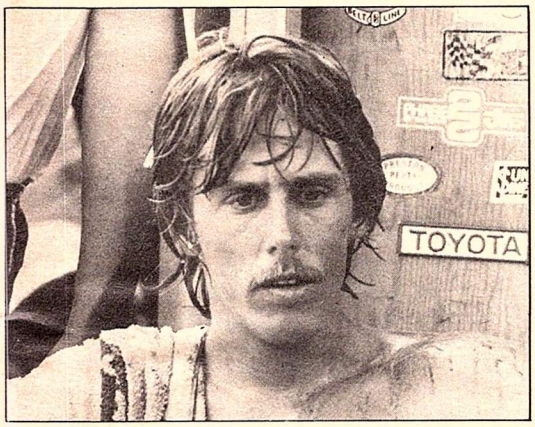
Neil Hudson, exhausted by the heat and its effects in the first moto, did not start the second. Carlqvist needed only six points, which would necessitate a fifth-place or better finish without any worry about points being earned by Hudson. On the third lap he had moved past Kavinov for second, and two laps later he was displaced back to third when Hannah took them both and set out after Howerton. Within three laps Hannah had overpowered Howerton for the lead, but couldn't shake the stubborn Suzuki rider after passing him. Kent has had a running battle this year with Hannah in the 250 Nationals and has been able to beat him on occasion. This fact, coupled with the constant brainwashing by his team leader Blackwell constantly telling him that Hannah isn't invincible, has made the 250 National series a close contest. Now they were at it again, and the strategy was all mapped out in the Suzuki camp. Incredibly, the present situation had worked out as

Ward Robinson put his infamous uphill back into the course after bypassing it last year because of alleged complaints by the AMA. Howerton is trying to hold off Hannah midway in the second moto, but was passed shortly after.

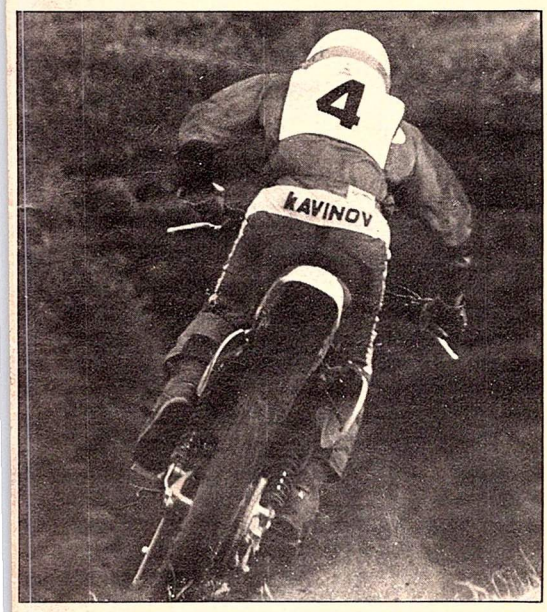
Two of the new stars on the GP motocross scene are Belgians Jean-Claude Laquaye, riding for Joel Robert's SWM team, and Georges Jobe, riding for Roger DeCoster on the Suzuki.

Blackwell had anticipated. Tripes was out of the picture and the first-moto positions were reversed. Howerton had to stay within three seconds of Hannah and he would take the overall, but Hannah's pit was confused about the time margin he needed.

Somewhere on the course during the first couple of laps in his attempt to pass Moiseev a rock was flung back, breaking the front brake cable casting on Hannah's Yamaha's front wheel. He was without the use of the brake for most of the moto, which wasn't really noticeable to anyone, but may have been a large factor in why he was unable to build a safety margin between himself and Howerton while in

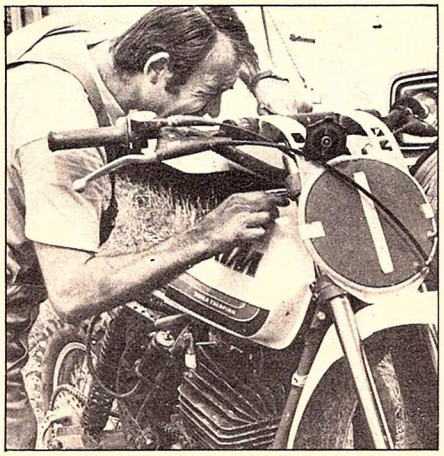


The heat took its toll on most of the riders, as is evident on Hannah's face between motos. He came within a couple of seconds of winning his first GP, but a broken front brake mount and a lack of race info were his undoing.

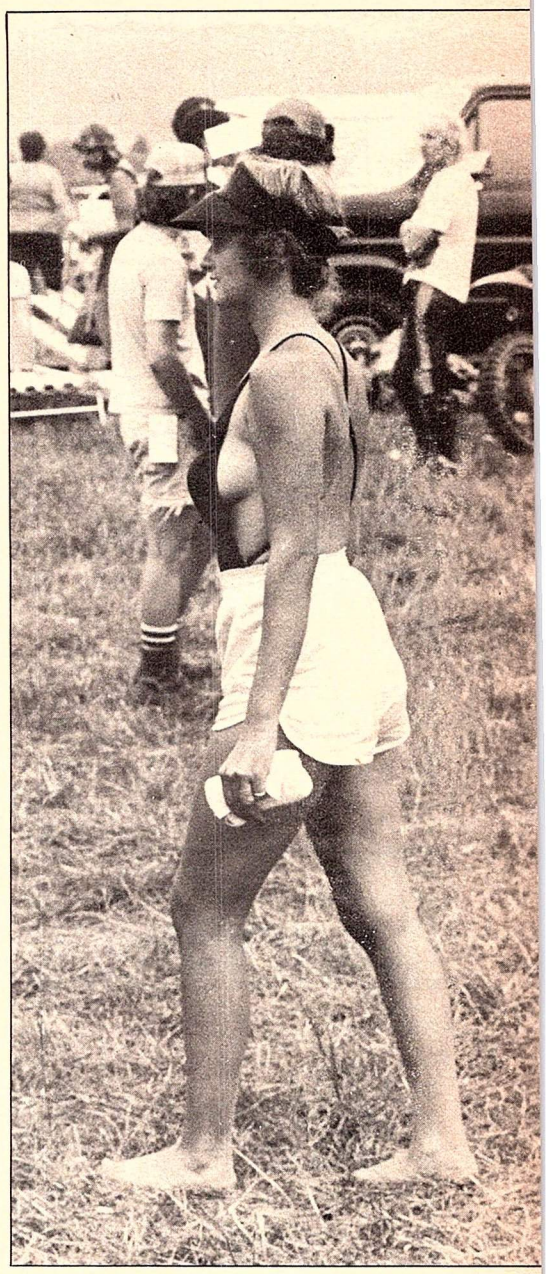


Vladimir Kavinov led the first moto and then ran a distant second to Tripes before his chain derailed. In the second he crashed going down this hill while in fourth place and then called it a day.

Marty Tripes was a runaway winner in the first moto only to drop out in the second, after six laps, because of a side ache.



Moiseev's tuner, Sigi Stulmeyer, has built an adjustable exhaust port into the KTM cylinder using carburetor cable adjusters. The lower triple clamp is a gullwing design that lets the fork sliders travel an inch longer up the tubes for increased travel.



The hot, sultry weather made for interesting *pit* action.

Pat Moroney won the Support class with two second-place rides, but he needed an engine change between motos after his gearbox went out as he crossed the finish line in the first moto.

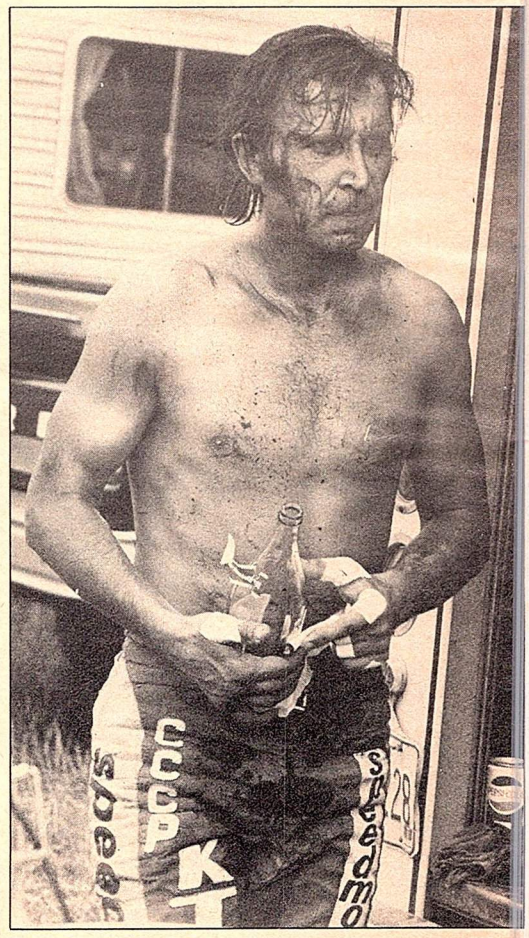
BEL-RAY 250 USGP

the lead. Kavinov had pulled into the pits after he tumbled down a steep hill on the seventh lap, and this took some of the pressure off Carlqvist, who was trying to stay with the pace in third place. His only threat during the rest of the moto was a challenge from the Dutch rider, Kees Van Der Ven, in the middle of the moto, and a late charge from the Russian Moiseev at the finish.

With less than three laps to go, Hannah and Howerton were so close that they looked like they were tied together. The crowd was going berserk. It was a fantastic show! Even the mechanics were running from the signal area so they could see all the action. Suddenly Howerton dropped it in a slow corner and his tuner, Greg Arnette's heart dropped into his stomach. Keith McCarty flashed the six-second-plus sign to Hannah as they passed the signal area on the last lap. Through the next several sweepers and a downhill turn Howerton left the throttle pegged. He looked like he would surely lose it! His feet were on the pegs making a downhill right-hander over the bumps and he was completely crossed up in a sideways drift. In that one turn he made up 30 feet and was now within three seconds. He had made up over five seconds in a lap and a half. You could hear the roar of the crowd all the way around the track as Howerton was on the attack. As they crested the uphill 200 yards before the finish, Howerton had closed to within a second of Hannah, and the sprint to the finish was a matter of several hundred feet. Hannah crossed the line first, but Howerton had the overall and his first GP victory, something that has eluded Hannah in his short but spectacular racing career.

In all the excitement generated by the dice between Hannah and Howerton, Hakan Carlqvist pulled in for third five seconds back and virtually unnoticed, clinching the 250cc World Championship for Husqvarna, a title they last held in 1976 when it was won by Heikki Mikkola. While many of the Americans were congratulating Kent on his win, most of the European riders were doing the same with Carlqvist. Only then was a smile noticeable on the new Champion's face!

The 500 Support class wasn't quite as exciting as the International class, but almost. Local star Pat Moroney took the



Guenady Moiseev's fourth-place finishes in each moto were good for third overall.

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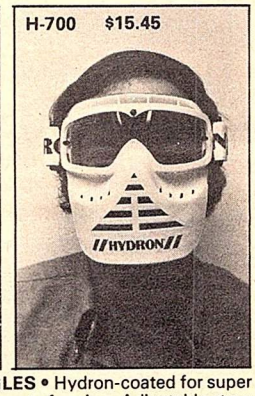

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RESULTS—USGP 250cc—UNADILLA, NEW YORK—ROUND 10

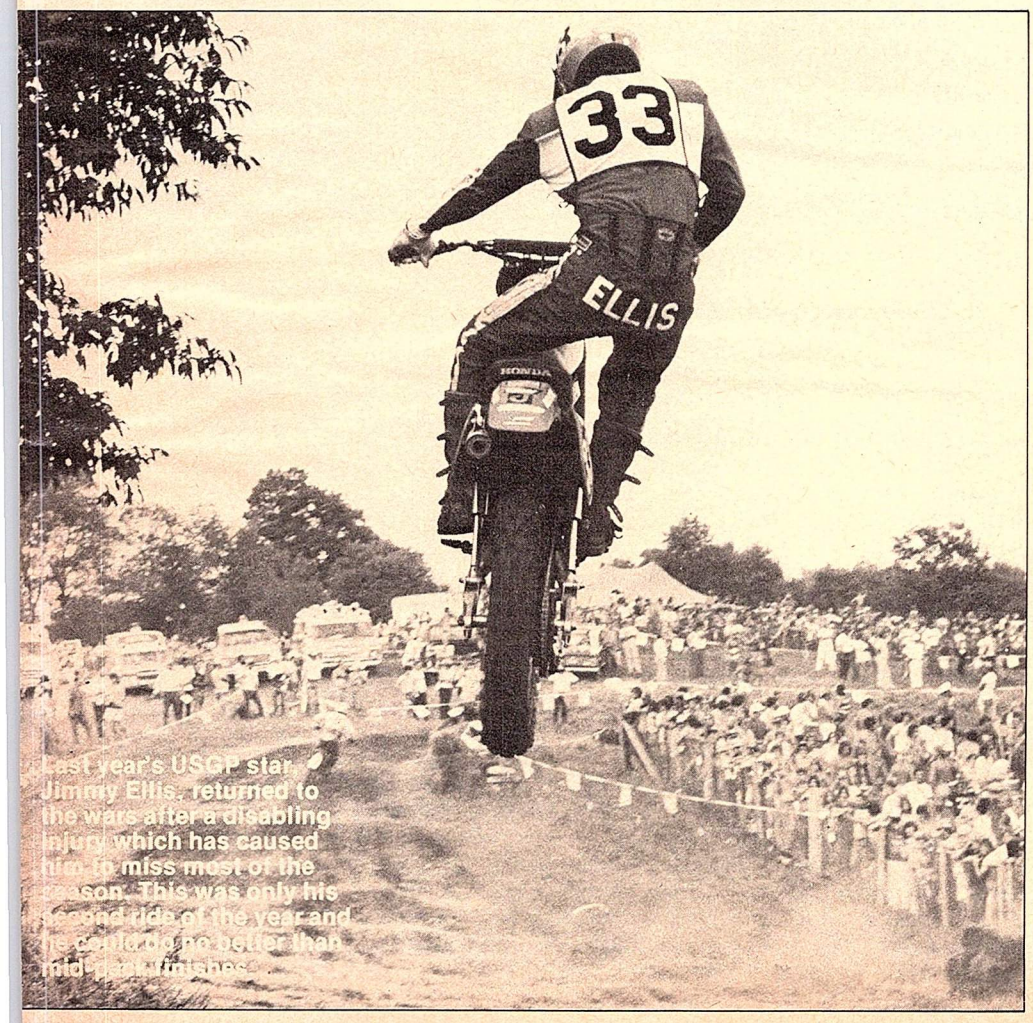
		Moto	Bike	Country	Weight	Q/T
1.	Kent Howerton	2-2	SUZ	USA	206	2.26.9
2.	Bob Hannah	3-1	YAM	USA	204	2.28.8
3.	Guenady Moiseev	4-4	KTM	USSR	219	2.27.2
4.	Kees Van Der Ven	8-5	MAI	Holl	222	2.28.7
5.	Mike Guerra	6-7	HUS	USA	230	2.31.7
6.	Raymond Boven	12-6	HUS	Bel	231	2.30.4
7.	Frank Stacy	10-9	KTM	USA	239	2.35
8.	Jaak van Velthoven	15-11	KTM	Bel	239	2.33.2
9.	Jimmy Ellis	16-12	HON	USA	218	2.31
10.	John Savitski	17-13	YAM	USA	206	2.33
11.	Marty Tripes	1-30	HON	USA	212	2.25.7
13.	Hakan Carlqvist	30-3	HUS	Swe	222	2.25.3
14.	Darren Rhoten	19-15	HON	USA	219	2.31.8
15.	Vladimir Kavinov	5-30	KTM	USSR	234	2.27.6
16.	Jay Kimber	21-16	KAW	Can	231	2.34
17.	Mark Gregson	7-30	YAM	USA	227	2.32.9
18.	Erik Sundstrom	30-8	HUS	Fin	232	2.27.3
19.	Georges Jobe	9-30	SUZ	Bel	206	2.28.1
20.	Jean-Claude Laquaye	30-10	SWM	Bel	229	2.27.6

500cc Support class

1. Pat Moroney—2.2 . . . . . SUZ
2. Mickey Kessler—4-1 . . . . . YAM
3. Fred Vertucci—1-4 . . . . . SUZ
4. Ken Adams—5-3 . . . . . MAI
5. Gary Pustelak—3-5 . . . . . MAI

overall with two consistent second-place rides over a fast but inconsistent Mickey Kessler on a Yamaha. Moroney also had luck on his side. His Suzuki gearbox went out as he crossed the finish line in the first moto. A new engine was installed between motos.

Suzuki has won all three Grand Prixs in the United States this year. Wide World of Sports . . . you should have been there! □



Last year's USGP star Jimmy Ellis, returned to the wars after a disabling injury which has caused him to miss most of the season. This was only his second ride of the year and he could be better than mid-pack finishes.

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BRAKES, CARBS, REEDS, FORKS
BARS, CARBS, REEDS, PIT BIKES
GEAR, CONTROLS, HELMETS, TO
FENDERS, SHOCKS, SWINGARMS
ELECTRICALS, CATALOGUES, CH
SPROCKETS, HEAD GEAR, FRAM
SKID PLATES, CLOTHING, TRANS
RIMS, SPOKES, WHEELS, BRAKE
REEDS, FORKS, OILS, BARS, CAR
REEDS, PIT BIKES, RACING GEAR
FENDERS, SHOCKS, SWINGARMS
ELECTRICALS, CATALOGUES, CH
SPROCKETS, HEAD GEAR, FRAM
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GEAR, CONTROLS, HELMETS, TO

CATALOG O

Who, what, where, and how much?

By The Overwrought MXA Staff

☐ Remember those ads in the backs of comic books urging you to send in your dollar (that you'd worked hard all week selling copies of GRIT for), and in return you'd get a super tasty catalog telling you about all the swell and terrific stuff you could send off for and get for free?

Well, it wasn't really free, because they wanted your dollar, but they did send you back a list telling you what companies were more than happy to send you a free sample or free literature about their particular product or service.

We thought it might be a good idea to come up with a list of our own showing all the cycle accessory catalogs you can send off for, where you can send off for them, what they cost, and what's inside.

Unless you're a dealer (motorcycle, that is), just about all the catalog companies charge a "cover charge." It varies between $1 and $5, with the average catalog going for around two bucks.

We contacted as many companies as we could think of (which turned out to be more than we knew even existed). Even so, there still could be some catalogs that we might have missed. If that's the case, send us your catalog and we'll try to relay its existence on at a later date.

While doing this survey, it soon became apparent that a great many of the catalog distributors preferred to sell to established motorcycle dealers only. They felt this would help to create a favorable return business for the dealer as well as themselves through the vast network of motorcycle shops throughout the country. Retail sales weren't actively encouraged, as it was felt that this conflicted with dealer sales, and most distributors prefer to deal in volume. Still, if you weren't able to get their product through a local shop, some of the catalog companies involved would sell to you direct at retail prices.

The motorcycle accessory business is a big-buck marketplace in the U.S. The prospective customer is stalked by the major catalog firms in a media blitz and sales war where literally millions of dollars' worth of business are at stake. It is both big money and big business.

The competition is fierce. Megabuck racing teams are organized, advertising budgets are laid out, but the bottom line is the *catalog*. Just what do they offer the potential customer? What's inside? What's it look like?

Even a simple black and white catalog can run into a production and printing cost of over $20,000. With costs like that, the major firms take great care in assembling a catalog. For a great many of them, it is their only contact with potential customers.

Most of all, catalogs are just fun to look at. It's amazing to look at the hundreds of doodads, gizmos, whatsits and whatdoyacallits available for your bike or body these daze—regardless of whether or not you've the money to afford them. It's just reassuring to know they're there.

TISING

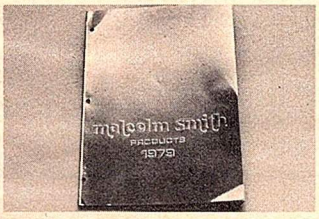
F CATALOGS

MAJOR COMPETITION SPECIALTY CATALOGS

DG CATALOG (40 pages)

Wide range of products from engine performance for both dirt and street to spectator and rider apparel. Something for everyone. Performance products for enduro, motocross, street, Odyssey and Jet-Ski enthusiasts. A professionally done catalog. One of the oldest and most well-known of the major competition accessory companies.

Retail sales—Yes
Minimum order—$10
Warranty—Yes
Cost—It says $3 on the cover, but they'll send you a free copy (even if you're not a dealer) if you ask real nice.
Address: DG Performance Specialties
1170 Van Horne
Anaheim, California 92806



MALCOLM SMITH PRODUCTS CATALOG (106 pages)

An excellent catalog, well thought and laid out. Everything from wearing apparel to tires, cables, lights and oils. A special section on S&W shocks including their application chart for determining spring rates. Also a special section on every K&N filter and handlebar made. At the end of the book all the Clymer owner's manuals are listed.

Retail sales—Yes
Minimum order—Under $20 subject to $2 service charge
Warranty—Yes
Cost—$3
Address: Malcolm Smith Products
888 Marlborough
Riverside, California 92507

FMF-AL BAKER (72 pages)

The winged bomber has rejuvenated the FMF name and logo, and added it to his own to become Al Baker's FMF. Al's catalog is strictly engine, suspension and performance trickery with little space devoted to what Baker lovingly refers to as "cosmetic goo-gaw." Baker's FMF has something for the owner of just about every bike from the latest Suzuki RMNs to the older Bs and Cs, as well as CR Hondas and YZ Yamahas.

Retail sales—Yes
Minimum order—$2 handling charge for orders under $25
Warranty—Yes
Cost—$1, or send Al a really good Wingnut question and get it free
Address: Al Baker's FMF
6878 Santa Fe Ave. East
Hesperia, California 92345
(714)244-5425

HI-POINT CATALOG (62 pages)

Your basic expandable binder catalog. The back of each of the 62 pages is a handy product comparison chart for dealers to compare Hi-Point products with the competition. Hi-Point chooses to sell only to licensed, legitimate, commercial dealers doing a full-time business (they mean it). All the usual dirt accessories with a lot of ISDT and enduro gear if you like dodging trees. Not much color.

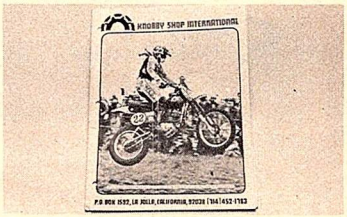
Retail sales—No, dealers only

HALLMAN RACING CATALOG (40 pages)

Color and black-and-white catalog. Color is not as well done as the JT catalog. Accessories include leathers, boots, jerseys, gloves, the usual dirt stuff. Also engine and suspension accessories along with Aberg TT500 four-stroke frame and accessory kits.

Retail sales— No, dealers only
Minimum order—Not mentioned
Warranty—Yes
Cost—$3 to retail customers
Address: Hallman Racing West
1300 Hill St.
El Cajon, California 92020

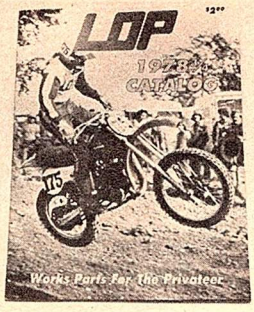
Hallman Racing East
440 Belden Ave.
Addison, Illinois 60101



KNOBBY SHOP INTERNATIONAL CATALOG (30 pages)

Knobby Shop is the Carrera distributor for the Western United States and as such their catalog lists the complete line of Carrera masks and goggles. They also carry quite a few trials items as well as a sprinkling of speedway stuff. Thumper fans will no doubt rejoice to hear that they also carry the Honda XL250/350 frame kits. A wide selection of gloves and riding suits are shown as well.

Retail sales—Yes
Minimum order—None
Warranty—Not unless specifically stated on said merchandise
Cost—$3.50 retail
Address: Knobby Shop International
P.O. Box 1592
La Jolla, California 92038



L.O.P. CATALOG (22 pages)

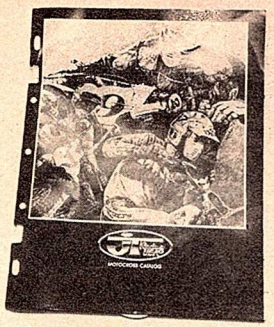
Lorenz Offner offers a wide range of performance goodies for motocrossers including swingarms, pipes, Simons forks, GP engine kits for CRs, RMs and YZs—all of which the LOP team has raced. Team LOP is currently Yamaha-mounted on the Nationals and a flood of new goodies for Yamaha owners can't be far behind. However, Lorenz's catalog looks like it was laid out by a retarded chimpanzee in heat. (No offense, Lorenz!) It was one of the poorer looking (graphics) catalogs we received. Send that chimp to art school.

Retail sales—Yes
Minimum order—Under $30 subject to $3 service charge.
Warranty—Reserve the right to refuse warranty on racing products, based on their evaluation of the problem
Cost—$2
Address: LOP
2010 Washington
Waukegan, Illinois 60085
(312)336-0032

MOTO RACE CATALOG (60 pages)

Moto-Race specializes in tires for both the dirt and street. They carry Metzeler, Michelin and some Continental and Barum rubber. A lot of information is in this catalog, including a "How to mount tires the right way" section on the opening page. Most of the major accessory manufacturers are also listed inside, i.e., shocks, swingarms, rims, etc. A color insert showing the complete Electro helmet line is also included.

Retail sales—Yes
Minimum order—$25
Warranty—Yes
Cost—$2 retail
Address: Moto Race
P.O. Box 861
Wilbraham, Massachusetts 01095
(413)734-6211



JT RACING (32 pages)

The JT Racing catalog is the most colorful of all the catalogs. The JT product line is strictly clothing, which is all top-of-the-line leathers, gloves, jerseys and clothing. The models include Bob Hannah, Marty Tripes, Marty Smith and other stars. There is a lot of essential motocross paraphernalia that is hard to find anywhere else, items like chalk boards, mechanics' britches and a wide variety of visors, air filters and decals.

Retail sales—Yes
Minimum order—$1.50 handling charge on orders under $10
Warranty—Yes
Cost—$4
Address—J.T. Racing USA
Box 10
Bonita, California 92002

MOTO-X FOX CATALOG (64 pages)

Moto-X Fox is a full-on racing firm. No doubt about it. They have a colorful catalog that has the only fold-out poster (foxy-babe) that we know of. Fox, long a leader in suspension design, is starting to branch out into wearing apparel with their own line of "foxy-duds." Still, suspension is what got Geoffrey and Bob Fox's company into the limelight. Their catalog goes into detail about the various applications of their shocks and fork kits. Engine kits and the Fox tuning manuals for the CR Honda, RM Suzuki and YZ Yamaha are also listed.

Retail sales—Yes
Minimum order—$25 except for stickie kits, posters and competition manuals
Warranty—Yes
Cost—$3 retail
Address: Moto-X Fox
520 McGlincy Lane
Campbell, California 95008
(408)371-1221

CROSS UP CATALOG (45 pages)

A lot of people had thought that Cross Up had gone belly-up. That doesn't seem to be the case. Just before this article went to press we received the new 1979 Cross Up catalog. It seems there was a change in the ownership and the new owners are getting themselves back in circulation. Their catalog features a wide range of swingarms using their exclusive Double Diamond Extrusion process. Pipes, porting, as well as seat kits, jerseys and suspension kits are listed.

Retail sales—Yes
Minimum order—Minimum C.O.D. order is $10
Warranty—Yes
Cost—$2
Address: Cross Up, Inc.
117 West B Street
Wilmington, California 90744

WHITE BROTHERS CATALOG (26 pages)

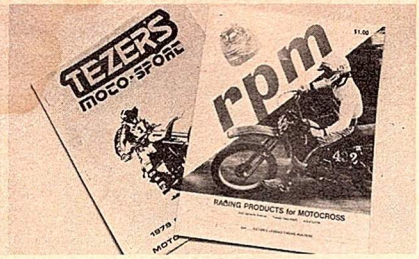
Since the White Brothers (Tom and Dan) deal almost exclusively in Yamaha or Yamaha-related improvements, you'd best own a Yamaha before ordering up one of their catalogs. The Suspension Kings of Southern California have long had the monopoly on hot setups for the Japanese rice-burners. Besides their well-known monoshock fixes and rebuilds, they also carry a complete line of TT/XT/and SR hops and mods. They carry suspension mods clear back to the '75 and '76 monos as well as the latest Fs.

Retail sales—Yes. But they prefer that you go through your dealer
Minimum order—Not mentioned
Warranty—Limited to replacement of defective parts
Cost—$1.50
Address: White Brothers
11611 Salinaz Dr. "M"
Garden Grove, California 92643
(714)638-1653

MUGEN CATALOG (16 pages)

Mugen is a small company headed up by Soichiro Honda's son, which specializes in racing performance products. Mugen is responsible for doing a great deal of the development on the factory RC "Works" Hondas. Their catalog offers information on the ME125RZ and ME360RZ International Works Racers, either in kit form or as a ready-to-romp racer, out of the crate.

Retail sales—Yes
Minimum order—$2 handling charge for orders under $25
Warranty—On manufacturer's defects
Cost—$1
Address: Mugen U.S.A.
6878 Santa Fe Ave. East
Hesperia, California 92345



GRAHAM SHEET METAL CATALOG (24 pages)

Graham Sheet Metal has grown from a very small accessory outfit into one of the faster-growing firms in the motorcycle accessory business. One of the few firms to manufacture bike loading ramps, they've taken off from there and expanded to where they now handle a full range of aftermarket goods. They seem to be real heavy on the street and cafe stuff, but side panels, fenders, fork skins and other MX goodies are becoming an ever-growing share of their market. They also carry the Omega air shocks.

Retail sales—Dealers only
Minimum order—No mention
Warranty—Yes
Cost—$2.50, free to dealers
Address: Graham Sheet Metal
13026 Raymer St.
No. Hollywood, California 91605

PK CATALOG (15 pages)

PK made its name on the mini-bike tracks of Southern California. They carry a wide range of products for the small-bores from engine kits to suspension components for the little bikes. They also are getting into the big-bore field and offer parts and services for the larger-displacement models as well. Honda ATCs and Odyssey performance parts are another hot lineup of go-fast goodies they also carry.

Retail sales—Yes
Minimum order—$10 or a $2 service charge
Warranty—Replacement only
Cost—Free
Address: PK Racing Products
507 N. Azusa
La Puente, California 91744

CYCLE PRODUCTS WEST (new product sheets)

While they don't actually carry a catalog, Cycle Products West does send out a lot of new product sheets. They also have Yamaha, Honda and CZ accessory hop-up sheets which they send out. Suspension and engine component modifications are available.

Retail sales—Yes
Minimum order—No
Warranty—Not mentioned
Cost—Free for the asking
Address: Cycle Products West
11900 West Pico Boulevard
West Los Angeles, California 90064

RPM CATALOG (eight pages)

When Gary Chaplin retired from full-time MX he decided to set himself up a shop back in Ohio and specialize in turning out full-on crankers for racing. RPM is the result. They provide porting, crankshaft mods, a special Impreglon treatment for less wear and more horsepower and an engine blueprinting service. RPM also carries their own T-shirts, "unleathers," stickers and dual-stage filters. Complete machine shop services are also available.

Retail sales—Yes
Minimum order—None mentioned
Warranty—Manufacturers' only
Cost—$1
Address: RPM
3432 Sylvania Ave.
Toledo, Ohio 43623

TEZER'S MOTO SPORT CATALOG (ten pages)

Tezer's is not much more than a shop attempting to break into the big-time accessory business. But so were all the others when they first started. What they have to offer are all the name brand products at somewhat of a savings over most retail outlets. They state in their catalog that they prefer to sell out of their shop in Solana Beach to keep overhead down, but will also sell through the mails.

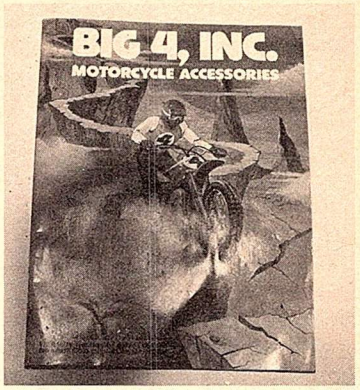
Retail sales—Yes
Minimum order—No
Warranty—Manufacturers'
Cost—Free
Address: Tezer's Moto Sport
349 N. Highway 101
Solana Beach, California 92075

MIDWEST ACTION CYCLE (service sheet)

Midwest Action Cycle is the shop used by top riders like Bob Hannah and John Savitski, as well as their wrenches Keith McCarty and Bevo Forte when they're out that way doing battle on the National motocross circuit. They'll send you a sheet detailing all the services they offer (like factory porting, pipe mods, etc.), and a Hallman Racing Products Catalog for $2. Their information sheet is free, along with the original lightning bolt sticker, to anyone for the asking.

Retail sales—Yes
Minimum order—None noted
Warranty—No mention
Cost—Free
Address: Midwest Action Cycle
P.O. Box 163
Lake Zurich, Illinois 60047

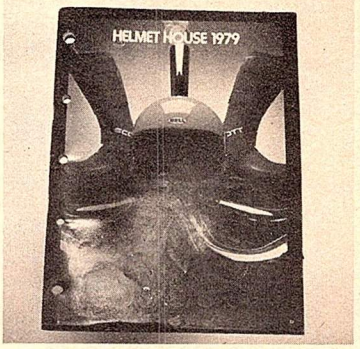
BIG ACCESSORY CATALOGS



BIG 4, INC. CATALOG (56 pages)

Plastic tanks, a selection of helmets, tires, tubes, chains and sprockets are just a few of the items this Washington-based outfit carries. A thorough chain guide listing both O-ring and enduro sealed models as well as a wide range of sprockets is included. Some items of clothing for both street and dirt. A fair amount of color used in the book.

Retail sales—Yes
Minimum order—$25
Warranty—Satisfaction guaranteed
Cost—Free
Address: Big 4, Inc.
W. 300-2nd Ave.
Spokane, Washington 99204

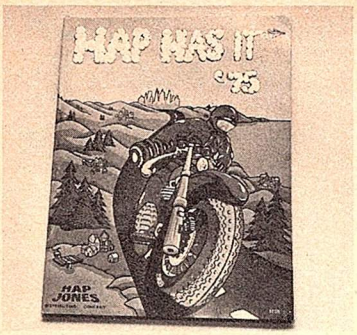


HELMET HOUSE CATALOG (92 pages)

As you can guess by the name, helmets just happen to be Helmet House's main line item. A complete selection of Bell and Shoei helmets as well as visors, shields and tear-offs are displayed.

Helmet House also carries a separate Moped Accessories catalog for $2. If you've got a moped, it's worth checking out. Their catalog mostly leans toward the street stuff, though, but there is a smattering of dirt goodies.

Retail sales—Nope
Minimum order—Orders below $25 assessed $2 service charge
Warranty—Manufacturers' only
Cost—$2
Address: Helmet House
2115 Colorado Ave.
Santa Monica, California 90404



HAP JONES CATALOG (they didn't number their pages, but we'd guess about 200)

The usual assortment of just about everything for the street or dirt. A good section on shop tools. Again, a lot of street bike stuff, but that's where most of their money comes from, we guess. A 1974 Motorcycle Spark Plug Recommendation Chart by Champion is also included.

Retail sales—No
Minimum order—Probably, but none noted
Warranty—Again, not noted
Cost—$3
Address: Hap Jones—New Jersey
P.O. Box Drawer T
Norwood, New Jersey 07648

Hap Jones—California
P.O. Box 3068
San Francisco, California 94119

ROCKY CYCLE CATALOG (304 pages)

Rocky Cycle is probably the most familiar of the big five accessory distributors to the dirt biking crowd. One thing's for sure, they have the best-looking babes modeling several of their products in all the catalogs that we looked at. It's worth getting this catalog just to check out these honeys alone. Of course, they do have the usual complete line of accessory goodies both for street and dirt. Lots of T-shirts and caps as well. Another good section on tools and specialty items. They also come out with regular supplements to their catalog to update it year-round.

Retail sales—No
Minimum order—$10 service charge for orders less than $100
Warranty—No
Cost—$3.95
Address: Rocky Cycle
P.O. Box 1431
Sunnyvale, California 94086

JIM O'NEAL CATALOG (90 pages)

Whether it's Pioneer Town or Hangtown, you'll still see Jimmy O'Neal out jamming with the best of them on any Sunday. During the week he's busy managing O'Neal Distributing. Jim carries most of the top brand name dirt accessories, but we did spot a sissy bar or chrome pipe here and there in his book. Mostly, though, it's full of hot items for off-the-road use. There's even a couple of pages devoted to CZ parts. Huzzah!

Retail sales—Nada
Minimum order—Orders below $15, tack on a $2 service charge
Warranty—Manufacturers' only
Cost—$2
Address: Jim O'Neal
18340 Gault St.
Reseda, California 91335

Our editor is a rapist.

So says the BLM. And that was one of their nicer comments.

You know the story. According to the Bureau of Land Management, our editor and thousands of riders like him were raping the land during last year's famed Phantom Duck of the Desert Trail Ride.

One man, the Phantom Duck, dared to stand up to the mighty BLM. And although no land was damaged during the ride, the Duck found himself in a Federal court fighting for *your* civil rights to use public lands.

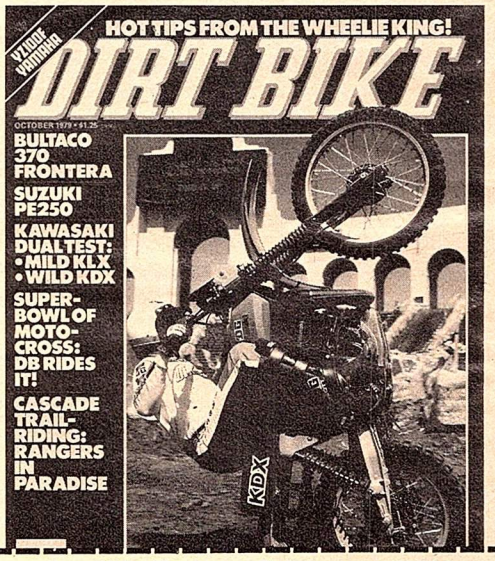
Right there, at the forefront of the costly legal battle, was Rick Sieman, DIRT BIKE's editor and alleged co-conspirator. Through Rick's efforts a lawyer was obtained, a defense fund was established, and the Duck's case received national media attention. The battle continues.

Now there are those who say that DIRT BIKE should not challenge a government agency. That we should play it safe. That the issue is too controversial and might anger the environmentalists.

But we think a great magazine *makes* news, not just reports it. And there's no way we'll sit back when it comes to our readers' rights.

We're involved because we're riders like you.

And we care.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OCTOBER 1979 • $1.25
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SUZUKI PE250
KAWASAKI DUAL TEST: • MILD KLX • WILD KDX
SUPER-BOWL OF MOTO-CROSS: DB RIDES IT!
CASCADE TRAIL-RIDING: RANGERS IN PARADISE
KDX

DIRT BIKE

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☐ One year (twelve issues) $9.98
☐ Two years $18.98
☐ Three years $27.97

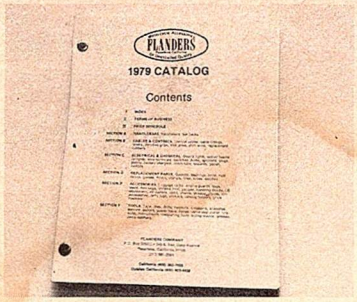
Please enclose a check or money order with your subscription(s). Canadian subscriptions add $2 per year, other foreign add $3 per year (U.S. funds). Your magazines will take 6 to 8 weeks to arrive. Watch for them!

MX7-11

Name_____

Address/Apt. #_____

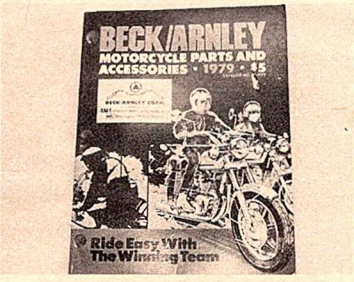
City/State!Zip _____



FLANDERS CATALOG (88 pages)

Flanders catalog is the expandable binder type. They're best known for their line of handlebars, and a complete section of both street and dirt bars is included (the kind you hang on to). Nuts, bolts, washers and a wide range (Fridgedaire?) of shop tools are available. Grips, levers and cables as well as gasket sets and numerous other accessory parts are cataloged. The nuts and bolts section is of particular interest, as they carry just about any nut or bolt you could possibly use on your scoot.

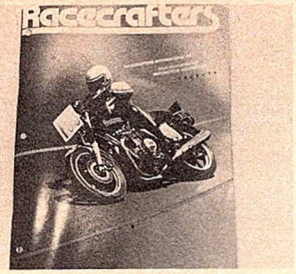
Retail sales—No
Minimum order—$10 or $1 service charge
Warranty—None noted
Cost—$3
Address: Flanders Company
P.O. Box 2297D
Pasadena, California 91105



BECK/ARNLEY (415 pages)

There are five big accessory catalogs that most motorcycle dealers will have at least one of. They are: Beck/Arnley, Flanders, Full House, Hap Jones and Rocky Cycle. They sell almost exclusively to dealers only. However, it is interesting to note just what these large, wholesale outfits carry in the way of products. Beck/Arnley has everything from tires, tubes, nuts, bolts, dealer stands, specialty tools, cables, carbs, pistons and just about anything else you could think of for your cycle's needs, on the street or in the dirt. Next time you're browsing at your dealer's, sneak a peek, maybe you'll want a copy of your own.

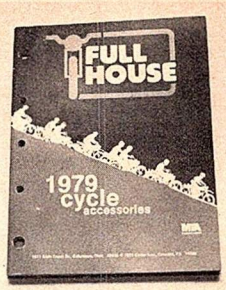
Retail sales—No
Minimum order—$25 or $5 service charge
Warranty—None implied except on Imperial brake shoes for the street
Cost—$5
Address: Beck/Arnley
3130 E. Maria St.
P.O. Box 5506
Compton, California 90221



RACECRAFTERS INTERNATIONAL CATALOG (94 pages)

If you've got a street racer, then this catalog might interest you; if not, about the only thing dirty inside are some of the K&N bars they have listed. Whoops, I just noticed some Number 1 fork kits for off-road use. Still, it's definitely a street catalog.

Retail sales—No
Minimum order—$25 (except Wiseco pistons), or add $2 service charge
Warranty—None noted
Cost—$2
Address: Racecrafters International Inc.
7801 Canoga Ave.
Canoga Park, California 91304



FULL HOUSE CATALOG (200 pages)

The firm that Tony D. helped make popular. They carry their own line of gloves (both touring and off-road), as well as boots, jerseys and leathers bearing the Esprit name. More street-oriented than dirt. Lengthy section on lubes and oils.

Retail sales—No
Minimum order—Initial order of $100, $25 after that
Warranty—Limited warranty on Esprit products
Cost—Free to dealers
Address: Full House
1511 Alum Creek Dr.
Columbus, Ohio 43209

FACTORY ACCESSORY CATALOGS

HONDA ACCESSORY CATALOG (dealers only)

Honda doesn't actually have a regular catalog that you can buy off the shelf. Only Honda dealers are eligible to receive their catalog listing various Honda wearing apparel, from pants to Hondaline gloves, T-shirts, goggles, boots and helmets. Your local Honda dealer can show you just what all's available for your zoot scoot.

Retail sales—No
Minimum order—Dealers only
Warranty—Ask your dealer
Cost—Dealer only
Address: American Honda
100 West Alondra
Gardena, California 92647

KAWASAKI ACCESSORY CATALOG (80 pages)

The biggest and most thorough of the factory accessory catalogs. Everything from street to dirt is listed inside, along with all the major accessory suppliers. In full color as well. If you race a Kawasaki, then there is very little, if anything, you would need outside of what's listed in their catalog. Lots of wearing apparel and Jet-Ski accessories as well.

Retail sales—No, dealers only
Minimum order—Dealers only
Warranty—90-day warranty
Cost—See your dealer
Address: Kawasaki Motor Corp.
2009 E. Edinger
P.O. Box 11447
Santa Ana, California 92711

YAMAHA ACCESSORY CATALOG (28 pages)

Y.P.D.I., or Yamaha Parts Distributors Incorporated, is responsible for the Yamaha accessory lineup. They have a very well (translate—professionally) done catalog, similar to Kawasaki's. It is all-color as well. It's no problem for the high-dollar factories to front money for professional models and cameramen and come out with a very slick-looking catalog. Lots of accessory wear, trinkets, doodads, etc. If you've always wanted a Yamaha cup, lighter or pen, this is the place to find it.

Retail sales—Dealers only
Minimum order—Dealers only
Warranty—See your dealer
Cost—Free for the asking
Address: Y.P.D.I.
P.O. Box 6610
Buena Park, California 90620

MAICO ACCESSORY CATALOG (17 pages)

For the hard-core Maico rider, Maico is offering its own line of Teutonic accessories. Everything from T-shirts, jerseys, jogging shorts, Team hats, jackets and even a Team Maico pillow are a few of the items offered in this catalog.

Retail sales—Dealers only
Minimum order—See your dealer
Warranty—See your dealer
Cost—$1
Address: Maico U.S.A.
110 E. Santa Anita Ave.
Burbank, California 91502

MOTOCROSS TOPS FROM PLUS PRODUCTS

T-SHIRT

☐ Emblem on front $6.20*
☐ Emblem, both sides $7.20*
Circle color:
white red yellow
Circle size: S M L XL
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MOTOCROSS ACTION RACING JERSEY
$17.20*

Emblem on front and back.
Red, white and blue color design.
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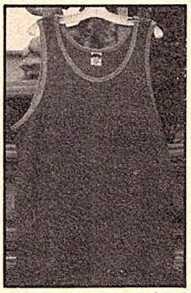

TANK SHIRT

☐ Emblem on front $5.70*
☐ Emblem, both sides $6.70*
Circle color: yellow blue
Circle size: S M L XL
Color: orange
Size: S XL only
Emblem #_____

SWEATSHIRT
$9.70*

Circle color: red, yellow, lt-blue, white
Circle size: S M L XL
Emblem #_____

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M-252	MOTOCROSS	M-516	LET'S BOOGIE
M-251	SUZUKI	M-172	THE DEVIL MADE ME DO IT
C-060	HUSQVARNA (flaming)	R-248	HOT DOG (Skateboard)
M-246	KAWASAKI (Big Bike Racer)	CM	CHOPPERS MAGAZINE
M-280	HONDA (flaming)	MXA	MOTOCROSS ACTION MAGAZINE
C-100	BSA (flaming)	BB	BIG BIKE MAGAZINE
M-240	SUZUKI (Big Bike Racer)	DB	DIRT BIKE MAGAZINE
M-270	TRIUMPH	RV	VAN WORLD MAGAZINE (Do It In Your Van)

Make check or money order payable to:
PLUS PRODUCTS, INC.
P.O. BOX 14945
LAS VEGAS, NEVADA 89114

Nevada Residents Add Sales Tax

Name _____

Address _____

City _____ State _____ Zip _____

PRICES EFFECTIVE FOR 90 DAYS
ALLOW 6-8 WEEKS FOR DELIVERY

MX7-11

SINGLE PRODUCT COMPANIES

CLARKE PLASTIC PRODUCTS CATALOG (14 pages)

Firms that specialize in making and distributing but one product are few in number. It seems that variety is the spice for business life in the fast-paced moto marketplace. There are a few firms that do market a single product. Clarke Manufacturing makes a line of plastic gas tanks for Rickmans, Hondas, Greeves, Suzukis, Yamahas, Kawasakis, KTMs and Bultacos.

Retail sales—You bet
Minimum order—No
Warranty—One year against breaks and defects
Cost—No charge
Address: Clarke Mfg. Co.
Rt. 1, Box 576
Mulino, Oregon 97042

RACEFACE CATALOG (folder)

This isn't a catalog at all, it's a folder with photos and copy of both the Raceface mask and goggle. Well, at least it's done in color, and it does show you what they offer.

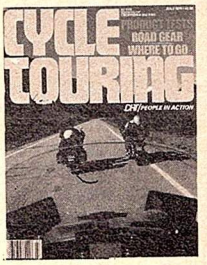
Retail sales—Didn't say
Minimum order—Didn't say
Warranty—Yes
Cost—Free literature

Take a Cross Country Tour For $2.

If you're into touring, then you'll really get into CYCLE TOURING.

CYCLE TOURING contains just about everything you'll need to know to plan your road adventures. Like where to go. And what to take.

Order your copy today.



CYCLE TOURING
1979
Box 317
Encino
California
91316

MX7-11

Name _____

Address _____

City/ State/ Zip _____

Please enclose $2 for each copy ordered, plus 50 cents postage and handling. Make checks payable to Hi-Torque Publications.

Address: Thoughts & Action, Inc.
211 Oak St.
P.O. Box 544
Salida, Colorado 81201

S&W SHOCK CATALOG (38 pages)

Actually, what this catalog is, is a Master Application and Specifications List detailing all of S&W's various models of shocks and springs as well as listing the EI carbs and carb kits. A handy guide to deciding which S&W shock or spring fits your needs.

Retail sales—No, except on Handbook
Minimum order—None noted
Warranty—Limited
Cost—$1.50
Address: S&W Engineering
2617 Woodland Dr.
Anaheim, California 92801

UNI FILTER CATALOG (six pages)

Filters for both street and dirt use, from Pro Comp II filters to flex core and pod filters. If it's suicide dirt you want to stop, Uni has a filter to suit your needs. They also carry Gold Dot levers and filter oil.

Retail sales—No
Minimum order—Not mentioned
Warranty—Not mentioned
Cost—Free literature
Address: Uni Filter Inc.
13522 Newhope St.
Garden Grove, California 92643

LEATHER CATALOGS

BATES, BILL WALTERS, AND LANCERS CATALOGS (30, six and four pages, respectively)

Actually, only Bates had a regular bound catalog. The Bates catalog is pretty thorough, with detailed drawings on how to measure yourself for new leathers in either motocross, flat-track or road racing. A lot of street rider stuff, but you can custom- tailor motocross pants as well.

Retail sales—Bates-yes; Walters-yes; Lancers-yes
Minimum order—Bates-no; Walters-no; Lancers-no
Warranty—All top-quality manufacturers, but no warranties mentioned in literature
Cost—Bates-$2; Bill Walters-no charge; Lancers-no charge
Address: Bates Leathers
P.O. Box 240-EZ
Long Beach, California 90801

Lancer Leathers
10233 North 19th Ave.
Phoenix, Arizona 85021

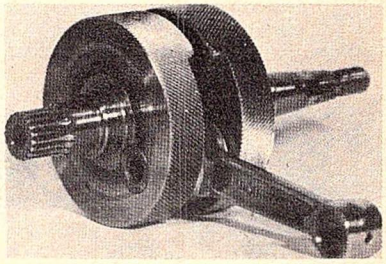
Bill Walters
7359 Varna Ave.
North Hollywood, California 91605 □

Wider Power Bands?

Now available with rpm's:

TURBO CRANKS

Balance Cranks
Torque Cranks ¼ -1 lb. heavier
Porting - 12 port, boosts, stage I - II - III - IV
Impreglon treated parts - Brad Lackey
Complete Engine Blueprinting - YZ, RM, CR, KX



Send for '79 catalog and read about rpm power, Lackey, Kessler, Chaplin, Hilgendorf, Bentley.

rpm Racing Products for Motocross
3432 Sylvania Ave.
Toledo, Ohio 43623
419/472-7739

NATION'S LEADING MX ENGINE BUILDERS

$1.50 covers catalog & postage

Circle number 16 on page 109

We have gone to hell.

And for good reason, too.

There was a story to be had.

It was the Baja Internacional, and we were there, covering the grueling race with more staff and photographers than any other magazine.

Regardless of where we have to go, if it's news we'll be there. The Mint 400. The Parker 400. Riverside. The Baja 1000 and the Internacional.

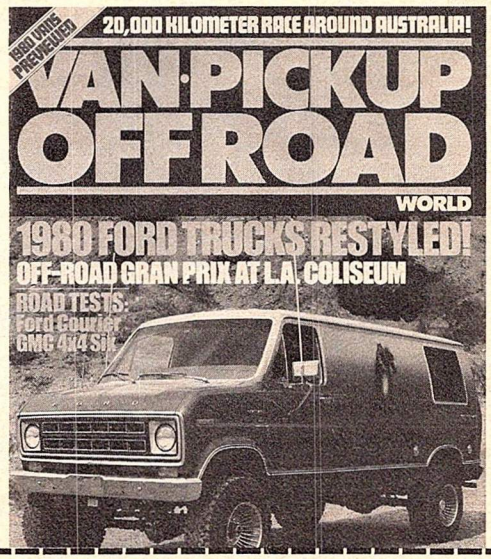
We were the one magazine chosen by the I.T.A. to help put together the nation's largest van and truck-in. That says something about our involvement with vans and recreational vehicles.

One of our readers put it very simply and very well. They said, "VAN-PICKUP & OFF-ROAD WORLD is *where the action is.*" And that's what we're striving for.

You see, we think a great magazine *makes* news, not just reports it.

That's why we'll do just about anything to bring you a terrific story.

Even go to hell.



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Name_____

Address/Apt. #_____

City/State!Zip _____

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Only $16.95.

PLUS PRODUCTS, INC. MX7-11

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Please send_____buckle(s). I have enclosed $16.95 plus $1.00 postage & handling for each buckle ordered. Canadian orders add an additional $1.00, other foreign add $2.00.

Name _____

Address _____

City _____

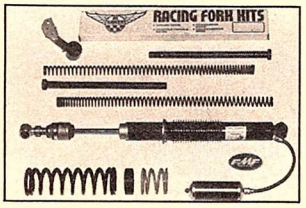
State _____ Zip _____

Circle number 18 on page 109

FACTORY SUSPENSION

CUSTOM BUILT FOR YZ's AND IT's

"WE DEVELOPED IT, THE FACTORY USES IT."



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Hesperia, Calif. 92345
(714) 244-5425

Monoshock modification for your budget

R&R shock oil and nitrogen	$20.00
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Dampening modification	$15.00
Reservoir installation	$15.00
"WFO" Reservoir (red)	$59.95
"Pro" Reservoir (gold)	$69.95
YZ 125 F/YZ 250/400 E, F's Res. mounting brackets	$15.00
Dual monoshock spring — 125/175	$28.00
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Roller chain tensioner	$24.95

Al Baker Racing Fork Kits

YZ 125/ IT 175 D, E, F 9", 10"-F's 11"	$69.95
YZ/ IT 250/400 all 10", 11"-F's 12"	$69.95

Shipping Chg. — Mono Mod. $5.00, Fork Kit $3.00

Name: _____

Address: _____

City/St.: _____ Zip: _____

Rider Weight: _____ Classification: _____

Circle number 17 on page 109

RM PARTS WAREHOUSE HI-PERFORMANCE MACHINE SHOP

SUZUKI®

Well known factory mechanics such as PAT ALEXANDER...TEAM SUZUKI, BRIAN LUNNISS and the "CZAR OF MOTO-CROSS" BEVO FORTI use our well equipped machine shop when in the midwest area. We now offer our factory proven services to you.

RM PARTS: Genuine SUZUKI factory proven parts in stock, pistons, rings, nuts, bolts any RM part you need.

FACTORY PORTING: (RM's only) To factory proven spec's.

CYLINDER BORING: Set up like the PRO'S.

CRANK REBUILDING: We do it right.

HEAD MILLING: More compression, use stock head.

CALL or WRITE TODAY for IMMEDIATE INFORMATION

MIDWEST ACTION CYCLE

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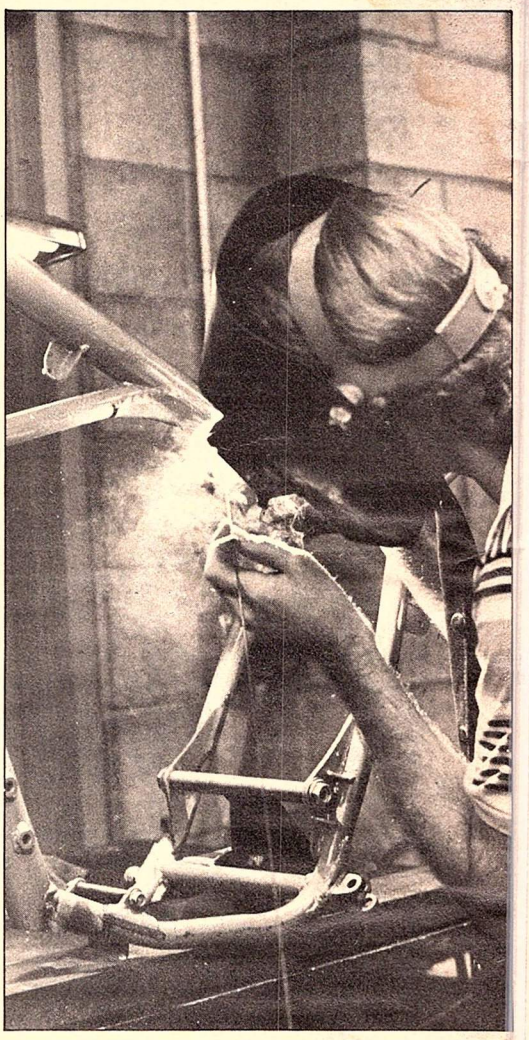
HONDA MODS

(*continued from page 25*)

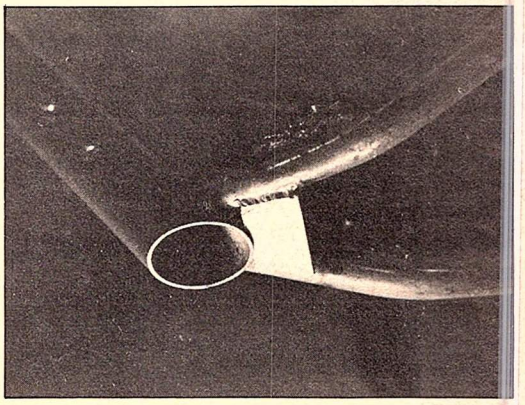
any major modification to engine, tank, seat or pipe mounts. Because almost 3/8 of an inch is missing, things are a little snugger, but that is all.

HOW TO DO IT

Since the frames are being modified on a production line basis, the turnover time

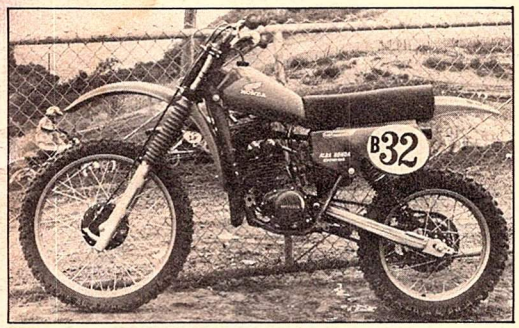


Welding it back together is a job for an expert. You could do it at home, but FMF knows how to do it right.

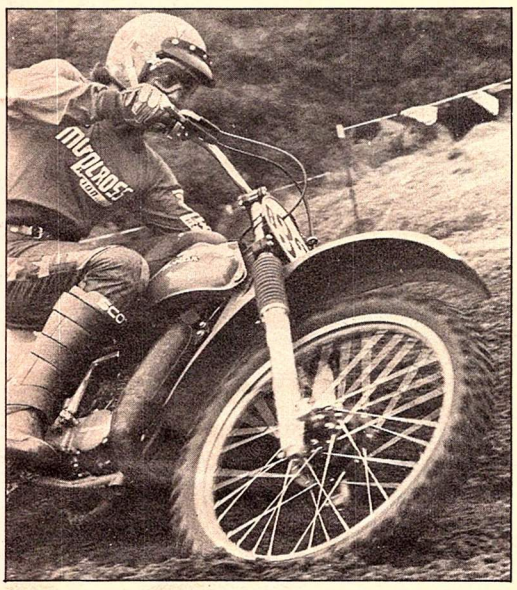


A small gusset is added at the bottom of the front downtube to help reinforce the frame cradle.

is fairly rapid. First you should strip your bike to the bare frame and box it up. Be creative. The frame can be shipped to FMF several ways, although UPS and Greyhound bus are both inexpensive ($4 to $15) and fast. FMF will modify the frame and have it back to you in short order. The complete frame mod costs $85, plus shipping. FMF, 6878 Santa Fe Avenue East, Hesperia, California 92345. Call (714)244-5425 for more info. □

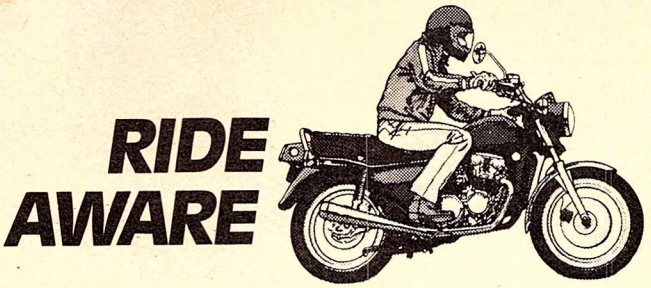


The finished product is undistinguishable from a stocker, but one degree of rake really smooths out the quivers.



The 23-inch front wheel is the biggest hindrance to good performance out of the Honda, but without the frame mods a 21-inch wheel is out of the question.

Toss it over and hold it wide-open. The whoops won't bring on the death grip anymore.

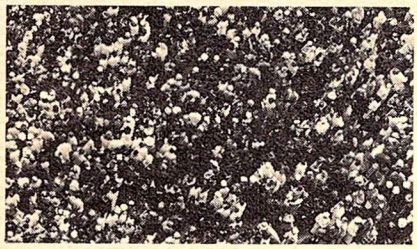


RIDE AWARE

MOTORCYCLE INDUSTRY COUNCIL, INC. MIC

Circle number 19 on page 109

HIRING MILLIONS OF PEOPLE TO WORK ON UNITED WAY WOULD NOT BE EFFICIENT.



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WINGNUT

(*continued from page 21*)

always get what you pay for. Ride with the best and use what the pros use; how could they be so wrong?

WHAT WILL YOU DO...

Dear MXA,

I need some advice. I have an MX 100 and it goes pretty slow and the suspension is terrible. I keep asking my Mom to buy me new shocks and get it ported, but she says no every time. What should I do?

David Marklein
Hacienda Heights, California

Maybe Mom knows best. With the 1980 models on their way and your 100 technically being outdated by another year, any accessories or improvements to your present racing machine would probably be an unwise investment. Depending on how old your bike is, you may never get your money back out when it's sold. Please weigh both possibilities and listen to your Mom. Maybe she wants to buy you a new racer and not invest in any performance accessories.

KX125 JETTING

Dear MXA,

I own a 1979 KX125. I seem to have a problem with the jetting. My friend said that he heard that the pilot jetting was incorrect on this model. Do you know what the successful KX125 racers in California are running in the Kawasakis?

Jim Pruitt
Phoenix, Arizona

The local racers at Hi-Desert Kawasaki in our area had the same symptoms you're describing. All the local riders went up one pilot size at a time until they hit a #65. All Kawasaki dealers should immediately race-prep a new KX125 with the replacement of a #65 pilot jet. Stock is a #25. May I also relate another incident when a #65 pilot didn't clean up the situation. A number of KX125s would surge from low to

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Dec '74	125 World Cup	May '76	Trans-AMA	Nov '77	The privateers	Mar '79	Shoulder pad shoot-out
Feb '75	Magnetic inspection	Jun '76	Honda CR125	Dec '77	European MX	Apr '79	Preparing for mud
Mar '75	FMF porting	Jul '76	Watercooled Yamaha	Jan '78	Kojii Masuda	May '79	How to do it cheaper
Apr '75	SUDCO carb kit	Aug '76	Montesa's 250	Feb '78	Blazing saddles	Aug '79	Europe's flying circus
May '75	Dallas supercross	Oct '76	KTM's 400	Apr '78	Bulge battle	Sep '79	USGP
Jun '75	Florida series	Nov '76	Women's MX	Jun '78	Rider of the year	Oct '79	Superbowl VIII

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high rpm when holding the throttle at a constant position. Many replacement parts were swapped; as a matter of fact, the entire ignition system and top end were replaced. Once the right-hand "main seal" was replaced it ran like a KX should, FAST. It had been leaking engine air through the seal and created its own secret reed valve.

Wingnut readers who send in a technical question to Al Baker will receive the new Al Baker's FMF catalog free. Al Baker's FMF can be reached by calling (714) 244-5425.

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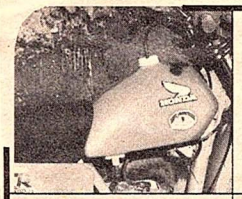

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To continue making Motocross Action the kind of magazine you want to read, we'd like your help. Please answer the following questions (circle the number opposite your answer):

1) AGE GROUP
Under 16 1
16-20 2
21-25 3
26-30 4
31-40 5
41 or over 6

2) ANNUAL INCOME
Under $10,000 1
$10,000-$14,999 2
$15,000-$19,999 3
$20,000 or more 4

3) DO YOU OWN A MOTORCYCLE?
Yes 1
No 2

4) IF YES, HOW MANY?
_____

5) WHAT MAKE (S) DO YOU OWN?
Honda 1
Yamaha 2
Suzuki 3
Kawasaki 4
Bultaco 5
Montesa 6
Ossa 7
Maico 8
Triumph 9
Can-Am 10
Harley-Davidson 11
Rokon 12
Hodaka 13
Penton/KTM 14
Husqvarna 15
Other 16

6) WHAT TYPE OF BIKE (S) DO YOU OWN?
Trail/Enduro 1
Motocross 2
Street/Trail 3
Trials 4
Flat-track 5
Speedway 6

7) IF YOU COMPETE, WHICH TYPE?
Motocross 1
Enduros 2
Trials 3
Flat-track 4
Speedway 5

8) DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?
Yes 1
No 2

9) IF SO, WHAT MAKE DO YOU PLAN TO BUY?
_____

10) HOW MUCH DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE DURING THE NEXT YEAR?
$0-$50 1
$50-$100 2
$100-$250 3
$250-$400 4
$400 or more 5

11) IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

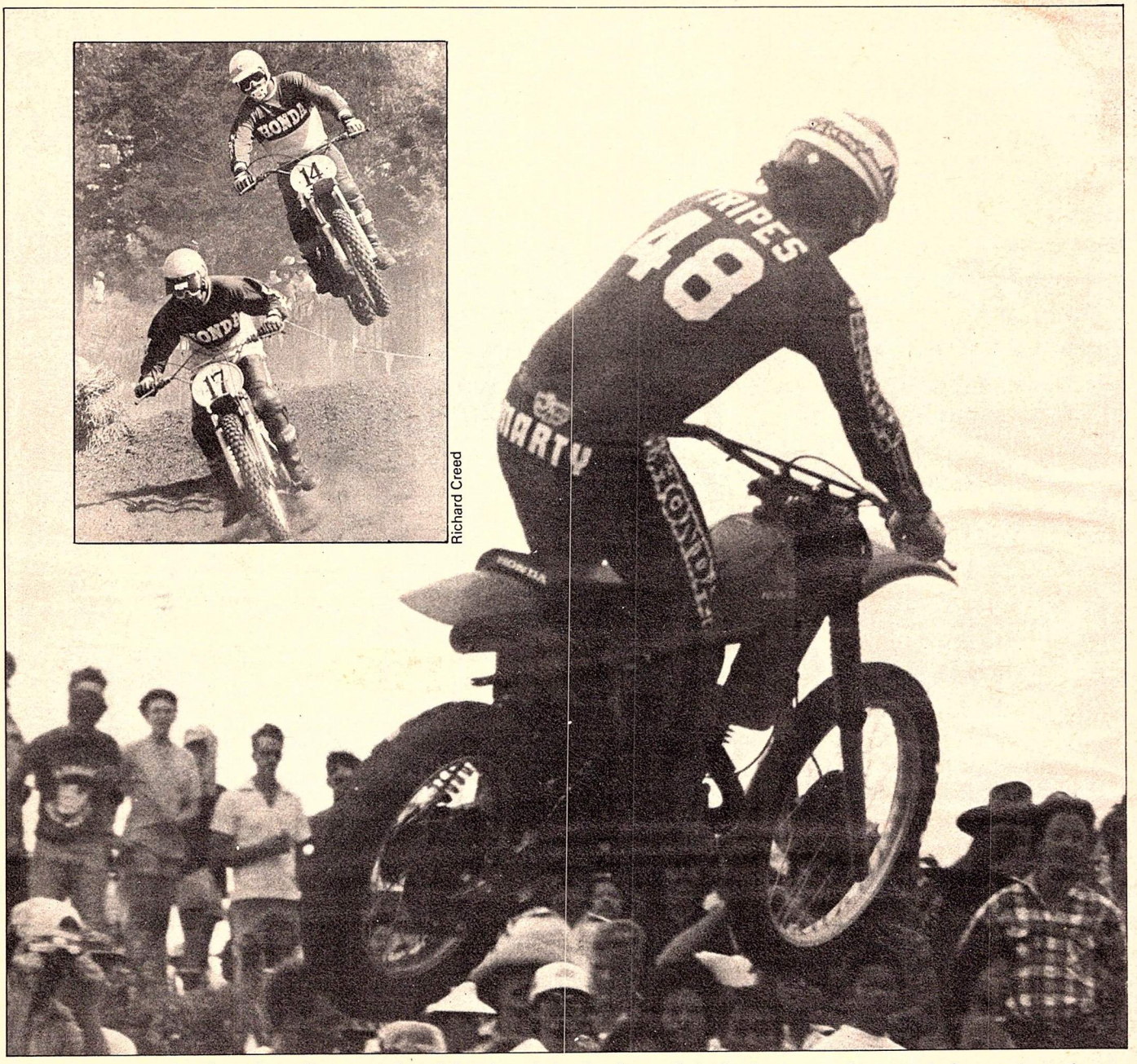
	INSERT LETTER
A. Competition	1st _____
B. Technical/How-to's	2nd _____
C. New bike tests	3rd _____
D. Personality features	4th _____
E. Product evaluations	5th _____

12) IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINE DO YOU READ MOST OFTEN?

	INSERT LETTER
A. Motorcyclist	1st _____
B. Motocross Action	2nd _____
C. Cycle	3rd _____
D. Dirt Bike	4th _____
E. Cycle World	5th _____
D. Cycle Guide	

Paper Training

Richard Creed



Marty Tripes' tactic of pre-jumping came in mighty handy in the days of six-inch suspension travel. So much so that he still uses it today.

THE PRE-JUMP BUMP

☐ The pre-jump bump is a little tactic originated by Team Honda's Marty Tripes. What it accomplishes is to preload the suspension before you hit the jump you're planning on launching yourself off from, and to launch you instead over the jump.

If you've ever watched Mr. Tripes ride on a motocross course before, you're probably amazed at how he can glide across the gnarliest set of whoopers and make the worst-looking jump look easy.

Well, he has a tactic he uses whenever there's a gnarly before a big jump (which, if you've noticed, there almost always is). What he does, is to push down as hard as possible with the bars on the bump before the jump and then pull up off of it. This then launches you over the coming jump. You're actually pre-jumping the jump!

It takes practice to get the timing down right, but after you get used to it you'll wonder why you never thought of it before. It's simple and it works.

Gee, thanks, Marty! ☐

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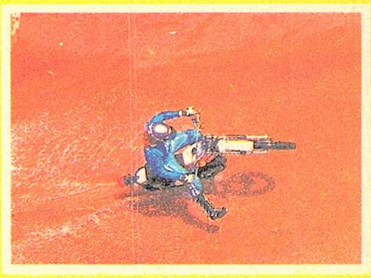

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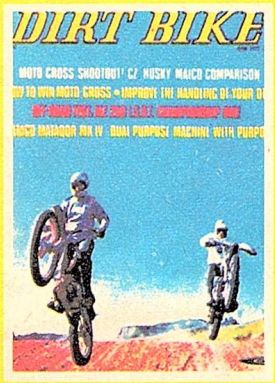

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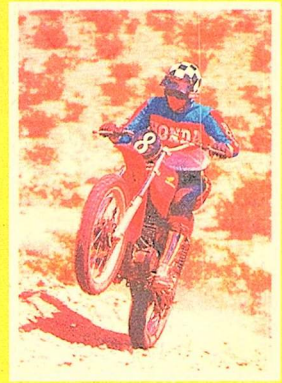

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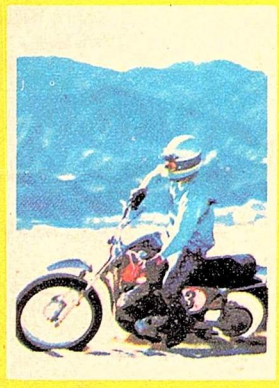

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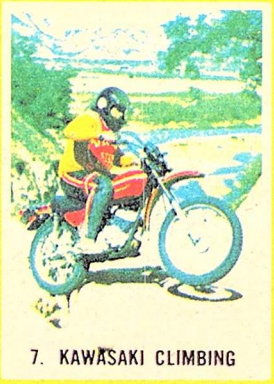

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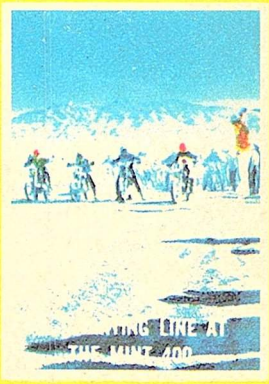

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MAINJET

(*continued from page 9*)

getting anxious and impatient. Bob and I lit a smoke bomb and stuck it into the louvers of Brian's air conditioner, and although it was turned off, we could see the smoke curling up inside as Brian peeked through his drapes. He opened the door and started to come out, and then darted back inside as three gallons of water came pouring down, missing him completely. Brian came out laughing, telling Doug what a dummy he was. Bob went to bed and Doug, Ken and I went looking for Galion and our L&K.

The next morning at the track, one of the kids in the pits told me that they went to Brian's room after we had left and he was lying on his bed with all the windows and the door open. Later, when I saw Brian, I asked him how his night went, and he said not half as bad as Doug's day was going to go. He then suggested that Doug's master link might become disengaged during his wheelie exhibition. I cautioned Doug to check his bike before his show, not explaining what or why. Later I ran into Brian, and he showed me the duct tape with "I Am Gay" printed on it and he then put it on Doug's skid plate. While I was weighing the decision of whether to tell Doug about it or not, I happened on him from behind as he was talking to Brian and pleading with him not to do anything that would sabotage his bike. Then he added that it was Dick and Bob who put the smoke bomb in his air conditioner, and Ken had helped! Doug made up my mind for me. I wasn't going to tell him. I laughed and told Doug he was a fink! Brian laughed and told Doug he wouldn't sabotage his bike.

Doug's Kawasaki worked perfectly as he wheelied around the Mid-Ohio track to the delight of the spectators, but he was slightly puzzled when he started hearing, "Hey, Wheelie Queen," in the pits. Later, Dave Hawkins came over and asked Doug what was on the bottom of his skid plate. Only then did the full impact of Brian's deviousness hit home, and Doug vowed to get even. The King is dead, long live the Queen . . . but smile when you say it, pardner! □

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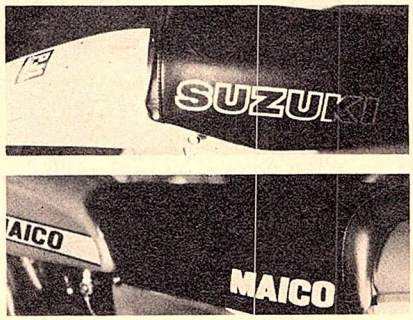

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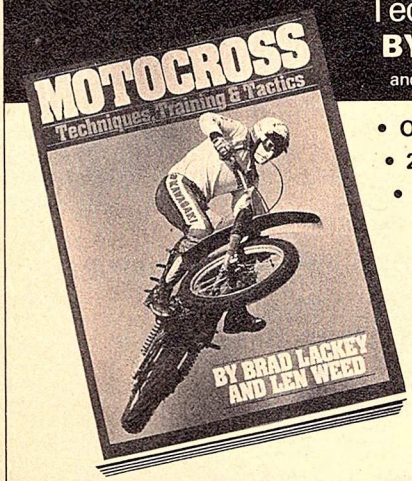

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Berm Shot

24 inches of travel and absolutely no flex in the fork tubes!

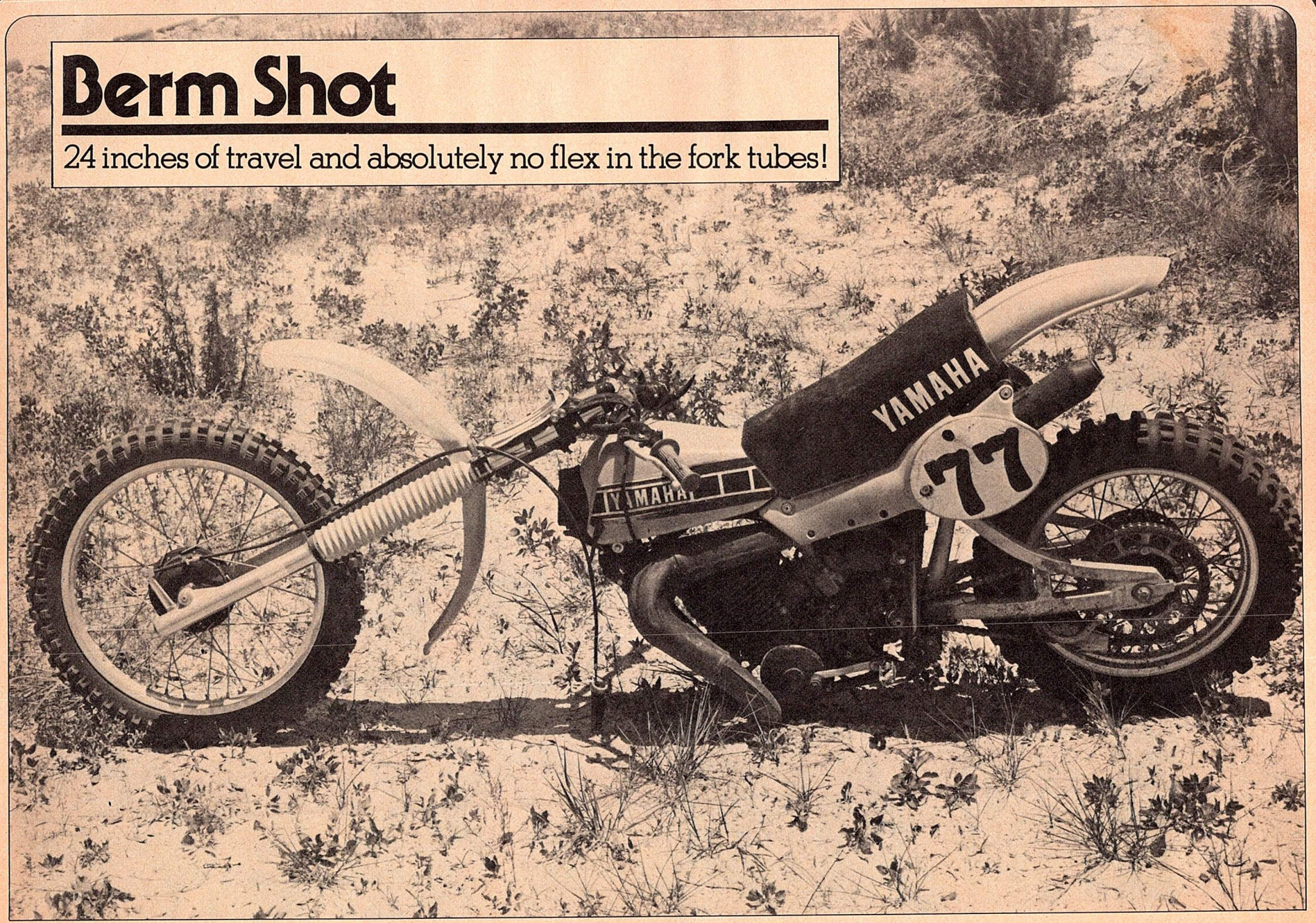


Photo by Doug Kolonia

Stompin' young hot-shoes.

If you thought the RM-60, 80 and 100 were screamers last year, wait'll you bust a berm with these new rockets.

All three produce more ground-hugging power in low and mid-range. Which should knock down lap times (not to mention the competition).

This year, the RM-80 has a bigger rear wheel. And more suspension travel front and rear.

Both the 80 and 100 come with a new works roller-type chain guide.

SUZUKI 1980

The Performer.

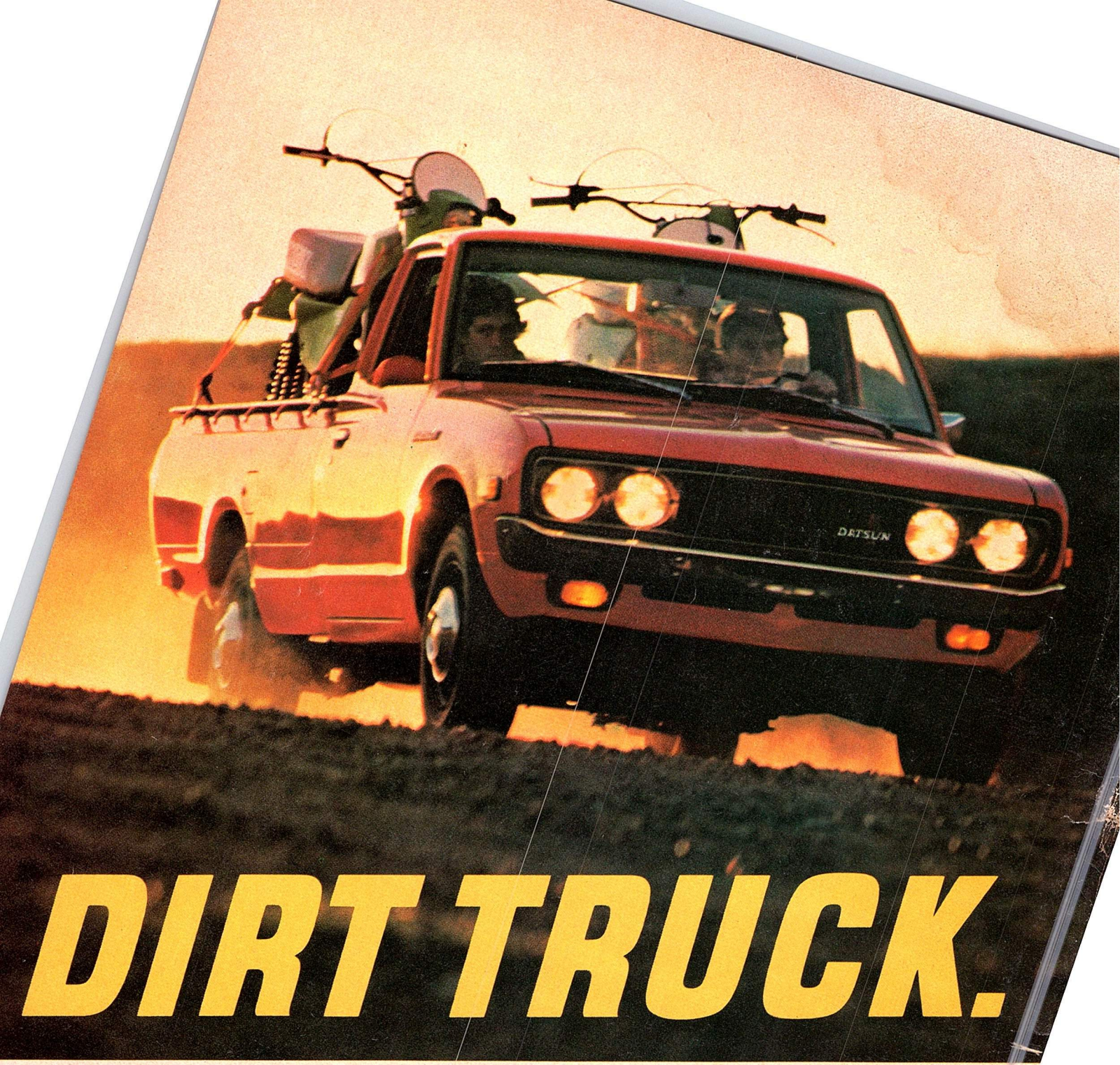
Ride with care. Always wear a helmet and protective apparel. Ride only where authorized and respect the environment.

machines for

And all three models sport new works styling, easy-grip power levers and pointless PEI ignition.

But enough talk. Put your hot shoes on and go stompin'.

Member Motorcycle Safety Foundation



DIRT TRUCK.

'79 DATSUN STRRRETCH BED. *How does the guy who rides the Baja get to the Baja? In a Datsun—toughest rig either side of Ensenada. The Strrretch bed has a rugged all-steel bed, nearly 7½ feet long, a double-walled tailgate with hidden support chains and 13 tie down hooks. You can haul two dirt bikes and gear with room to spare. In fact, the powerful 2-liter overhead cam engine can haul more than some larger rigs—1400 lbs. of passengers and cargo. Since you take enough lumps on your bike, we took some of the lumps out of the truck, with road-leveling ball joints, torsion bars and rear leaf springs. And you don't pay a penny extra for 4-speed stick, power-assist front disc brakes and white sidewall tires. You're tough on a truck, but we're even tougher. We test every Datsun ten ways. We make sure the quality is built in. That's because these trucks are built by the world-wide Nissan Motor Company, Ltd.—whose name stands for quality. See the new Datsun trucks at your Datsun dealer now. Every one is built to work hard and play hard. But their main job is to last.*

21 EPA ESTIMATED MPG **30** EPA ESTIMATED HIGHWAY

*Except California where mileage will be lower. Standard 4-speed. Use these numbers for comparisons. Actual mpg may differ depending on speed, trip length, and weather. Actual highway mpg will probably be lower than EPA highway estimate.

NOBODY DEMANDS MORE

DATSUN

WE ARE DRIVEN